The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000
CAPITAL PAID-UP ..... " 18,000,000
CAPITAL UNCALLED ..... " 6,000,000
RESERVE FUND ..... " 9,720,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. NEW YORK.
NAGASAKI. HONOLULU.
LYONS. SHANGHAI.
SAN FRANCISCO. NEWCHWANG.
BOMBAY. MUKDEN.
TIENTSIN. PORT ARTHUR.
PEKING. CHEFOO.
KOBE. DALNY.
LONDON.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd May, 1905. [20

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND,—
Sterling Reserve ..... $10,000,000 } $18,000,000
Silver Reserve ..... $ 8,000,000 }
RESERVE LIABILITY OF PROPTORS. $10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. Dickson. H. Schubart, Esq.
E. Goetz, Esq. E. Shellim, Esq.
G. H. Medhurst, Esq. Hon. R. Shewan.
A. J. Raymond, Esq. N. A. Siebs, Esq.
F. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905. [22

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL ..... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau Tsinanfu

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. [25

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED ..... GOLD $10,000,000
CAPITAL PAID UP ..... GOLD $ 3,250,000
RESERVE FUND ..... GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vœux Road,
Hongkong, 26th May, 1905. [21

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3½ per Annum Fixed Deposits for 3 months.
4½ " " 6 "
5½ " " 12 "

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £875,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent
" " " 6 " 3½ "
" " " 3 " 2½ "

T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905. [24

ALL SUFFERERS
FROM
NERVOUSNESS AND GENERAL DEBILITY
SHOULD TRY OUR
NERVINE PILLS.

THEY stimulate and brace up the system and act also as a First-class Tonic.

IN BOTTLES ..... $1.50.

THE PHARMACY,
56, QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, 28th March, 1905. [43

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1905 [52

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidsuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

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Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	JAVA ..... S. Barcham	June 11th, Daylight	Freight and Passage.
SHANGHAI	SIMLA ..... F. R. Summers	About 15th June	Freight and Passage.
LONDON, &c.	BENGAL ..... G. Philipps	June 17th, Noon	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALERMO ..... E. G. Andrews	About 27th June	Freight only.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 9th June, 1905. [2

Intimations.

LANE, CRAWFORD & CO.

HARDWARE DEPARTMENT.

BRITISH MADE COOKING STOVES
"THE DOVER"
No. 8 ..... $50.00 No. 9 ..... $65.00

WROUGHT STEEL - - ENAMELLED SAUCEPANS
will not CHIP or CRACK in use

2	3	4	5	6	7	8	10	12	16 PINTS
$1.00	1.10	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00 EACH.

TIN JELLY MOULDS.
A LARGE VARIETY FROM 60 CENTS EACH.

FOOT BATHS - - - - - from $4.00
TOILET CANS - - - - - " 2.50
BLOCK TIN TEA & COFFEE POTS " 1.00 each
MILK SAUCEPANS - - - $2.25 & 3.00 "

"GEM" ICE CREAM FREEZERS

2	4	6	8 QUART
$6.50	10.50	12.50	16.50 EACH.

RODGERS' TABLE CUTLERY.
ELECTRO PLATED FORKS, SPOONS, ETC.
LANE, CRAWFORD & Co.

Hongkong, May 11th, 1905. [34

KÜPPER'S
PILSENER BEER.

The best PILSENER in the East; ask for Küpper, and see that you get it.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.,
SOLE AGENTS.

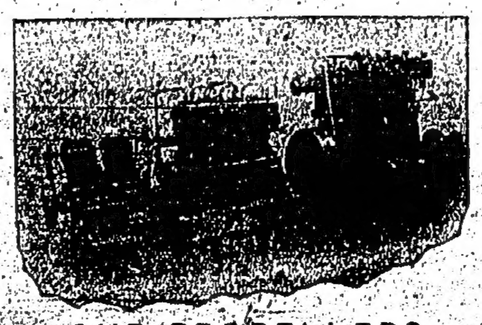
15, QUEEN'S ROAD CENTRAL,
Hongkong, 6th June, 1905. [17

E. C. WILKS & Co.,
CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS
For Reliability, Workmanship,
Durability, Lightness.
Estimates cheerfully given.



OUR PROPELLERS
Are fitted to the Principal Racing Launches in Europe.
Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.
W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.
H. W. JOHN'S CANADIAN ASBESTOS GOODS.
Cable Address: "MARINEWORK," Hongkong.
Telephone No. 358.
12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [201

Intimations.

The best oil for the hinges of friendship.

57]

PURE AND CHEAP

California Riesling	- -	$6.50	per Dozen	Quarts
Do.	Do.	3.75	" "	Pints
Do.	Hock	6.50	" "	Quarts
Do.	Do.	3.75	" "	Pints

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 19th May, 1905. [36

PHOTO SUPPLIES.

LONG, HING & Co.,
17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [45

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905. [26

VICTORIA HOTEL,
SHAMEEN, CANTON,
ON THE BRITISH CONCESSION.

MACAO HOTEL,
MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor

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HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.
7.30 a.m. to 8.00 a.m. .. Every 10 minutes.
8.00 a.m. to 8.30 a.m. .. Every 15 minutes.
8.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 29th December, 1904. [65

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1905 [44

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons.....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " R. D. Thomas.
" "FATSHAN," .....2,260 " ..... " W. A. Valentine.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons,.....Captain W. E. Clarke.

Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons.....Captain J. Willox.
" "NANNING," .....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing .....Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN".....Capt. B. Branch. S.S. "SANUI".....Capt. H. Black.

Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiuhing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single $17.50, Return $30.00. Round trip tickets to Wuchow returning via Canton or vice versa $36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING"...Capt. R. Birss. S.S. "HONGKONG"...Capt. Maxfield

Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon.....Single $6.00
Hongkong to Kumchuk .....Single $7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 26th April, 1905. [9

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"... 6,000 Tons..... WEDNESDAY, 21st June.
" "TARTAR" ..... 4,425 " ..... WEDNESDAY, 5th July.
" "EMPRESS OF JAPAN"... 6,000 " ..... WEDNESDAY, 12th July.
" "EMPRESS OF CHINA"... 6,000 " ..... WEDNESDAY, 2nd August.
" "ATHENIAN"..... 2,440 " ..... WEDNESDAY, 9th August.

Hongkong to London, 1st Class.....*viâ* St. Lawrence £60. *Viâ* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Tourist, Hand Books, Rates of Freight and Passage, apply to

D. E BROWN, General Agent,
9, Pedder's Street.

Hongkong, 31st May, 1905. [10

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
C. FERD. LAEISZ } von Hoff	H'VRE, DUNKIRK, B'MEN & H'BURG. (Calling at S'PORE, PENANG & COLOMBO).	17th June.	Freight.
BRISGAVIA ..... } Russ	HAVRE, ANTWERP and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	30th June.	Freight
SITHONIA ..... } Hildebrandt	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	12th July.	Freight.
ACILIA ..... } Schülke	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	26th July.	Freight.
ALESIA ..... } Sachs	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th August.	Freight.
NUBIA ..... } Habel	NEW YORK VIA SUEZ, with liberty to call at the Malabar coast.	9th June.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 7th June, 1905. [4

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904. [17

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW-ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN	WEDNESDAY, 21st June.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
GNEISENAU	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 21st day of June, 1905, at Noon, the Steamship "ZIETEN," of the NORDDEUTSCHER LLOYD, Captain F. von Binzer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 19th June, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 20th June, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 20th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR	3,227	TUESDAY, 25th July.
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.

ON TUESDAY, the 27th June, 1905, at Noon, the Steamship *WILLEHAD*, Captain Ph. Obenauer, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
KOBE & YOKOHAMA	*PRINZ WALDEMAR*	TUESDAY, 20th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*SACHSEN*	WEDNESDAY, 21st June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*SCHARNHORST*	WEDNESDAY, 5th July.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 7th June, 1905. [3

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAPAN	First half July	JAVA PORTS	Second half July
TJILATJAP...	JAVA PORTS	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAHI	JAPAN	Second half June	JAVA PORTS	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 7th June, 1905 [14

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG,
李廣隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 45, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co. Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904. [66

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch.

Moderate terms.

Orders solicite.

Hongkong, 23rd February, 1905. [62

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside. 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably w.... that of any port in the world.

Telephone: Nos. 376, 506, or 681
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [76

C. W. MEAD, C. E., President and Shanghai Manager.
N. M. HOLMES, C. E., Vice-President and Hongkong Manager.
A. F. CARRICK, C. E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY,

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering. A Speciality made of Reinforced Concrete and Concrete Piles. Examinations Surveys Reports and Estimates. On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905. [208

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. "MINIMAX" Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905. [553

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
10, D'AGUILAR STREET, HONGKONG,
(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road

Hongkong, 24th March, 1904. [40

Hotels.

FOR HOTEL COMFORT AND THE BEST BILLIARDS
GO TO THE

KOWLOON HOTEL.

KOWLOON. J. W. OSBORNE, Proprietor and Manager. 29]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 58.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [28

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904. [66

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D. D. S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904 [67

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [92

Intimation.

WM. POWELL,
LIMITED.
—ALEXANDRA BUILDINGS.—

FURNISHING - -
DEPARTMENT,
(FIRST FLOOR BY LIFT.)

JUST ARRIVED.

A
FRESH LOT
OF
DAINTY

LAMP,
CANDLE,
AND
ELECTRIC-LIGHT SHADES.

ICE-CREAM FREEZERS.

CARPET SWEEPERS.

PATENT FILTERS.

&c., &c., &c.

UPHOLSTERING
DONE BY
FIRST-CLASS
WORKMEN
on the shortest notice.

HOUSES COMPLETELY FURNISHED.

Estimates for all kinds
of
FURNISHING
free of charge.

Wm. POWELL, Ld.
HONGKONG.

Hongkong, 2nd June, 1905. [35

Intimations.

BANK HOLIDAY.

THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 12th instant, "WHIT MONDAY."

Hongkong, 7th June, 1905. [635

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on WHIT MONDAY, the 12th instant.

By Order,
J. E. BINGHAM,
Secretary.

Hongkong, 8th June, 1905 [640

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, on TUESDAY, the 20th instant, at 12.30 P.M., when the subjoined Resolutions which were passed at an Extraordinary Meeting of the Company, held on Saturday, 3rd of June, 1905, will be submitted for confirmation as Special Resolutions.

RESOLUTIONS.

1. That it is desirable that the Company may be dissolved and that it be wound up voluntarily.
2. That the General Managers be and they are hereby appointed Liquidators.
3. That the Liquidators be and they are hereby authorised to consent to the registration of a New Company to be named the "PEAK TRAMWAYS COMPANY, LIMITED," with a Memorandum and Articles of Association which have been prepared with the approval of the Consulting Committee of the Company.
4. That the Liquidators be empowered to sell to the "PEAK TRAMWAYS COMPANY, LIMITED," the undertaking of this Company at the price of $200 per share either in cash or shares of the "PEAK TRAMWAYS COMPANY, LIMITED," at the option of Shareholders of this Company and to enter into all necessary Agreements to that effect.

JOHN D. HUMPHREYS & SON,
General Managers.

Dated 6th June, 1905. [631

GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on the 14th June, 1905.

The Tenders to state the total amount (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

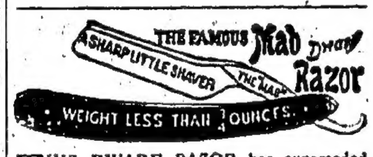
F. H. HAYNES,
Colonel, A. P. D.,
H.M. Treasury Chest Officer.

His Majesty's Treasury Office,
Fletcher Street,
Hongkong.

Hongkong, 8th June, 1905 [638

A GRADUATE OF ENGLISH UNIVERSITY, with Several Years' Experience in TEACHING, would like to undertake suitable work. Present engagement expires at the end of this year.

6th June, 1905. [629



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price ($2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vœux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.

Hongkong, 24th November, 1904. [6

THE HONGKONG STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1904. [59

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN Pedder's Lane.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1903 [56

Notices of Firms.

NOTICE.

HAVING RESIGNED my Position as MANAGER of Messrs DODWELL & CO., LTD., at this Port on the 8th inst., and having returned here on Sunday, the 28th inst., I have taken the opportunity this day of returning to my late BOARD OF DIRECTORS IN LONDON the Power of Attorney granted to me on the 21st November, 1901.

E. J. MOSS.

Foochow, 30th May, 1905. [636

NOTICE.

WE have this day Established ourselves at this Port as GENERAL MERCHANTS, SHIPPING, INSURANCE AND COMMISSION AGENTS with Branches at HANKOW, SHANGHAI and COLOMBO.

MOSS & CO., LTD.

Hong Name "MOW CHEONG."

Foochow, 30th May, 1905. [637

Auctions.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEES,
of
VALUABLE LEASEHOLD PROPERTY,
situate at Queen's Road East, in the Colony of Hongkong,
IN TWO LOTS,
on
TUESDAY,
the 13th June, 1905, at 3 P.M., at the premises,
BY
Mr GEO. P. LAMMERT, Auctioneer.

Lot 1.—All that PIECE or PARCEL OF GROUND registered in the Land Office as The Remaining Portion of Inland Lot No. 270, together with the Messuage and Buildings thereon, known as No. 105, Queen's Road East.

Lot 2.—All that PIECE or PARCEL OF GROUND registered in the Land Office as The Remaining Portion of Inland Lot No. 269A, together with the Messuages and Buildings thereon, known as Nos. 107 and 109, Queen's Road East.

The above premises are held from the Crown for the respective terms of 999 years and are sold subject to a Lease registered in the Land Office by Memorial No. 35538.

Particulars and conditions of sale, may be obtained from—

EWENS & HARSTON,
Solicitors for the Mortgagees,
or
GEO. P. LAMMERT,
Auctioneer.

Dated the 5th day of June, 1905. [603

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
ON
WEDNESDAY,
the 14th June, 1905, at 3 P.M., on Board, H.M. Screw Store Ship "HUMBER,"

Extreme length ..... 245' 6"
" breadth ..... 27' 6"
Displacement ..... 1,640 tons.
Horse Power ..... 800.

ENGINES—Earle's Compound Surface Condensing.
BOILERS—Two double ended cylindrical return tubular; load on safety valves 70lbs.
CONDENSERS—1 Kirkcaldy and 1 Normandy single, distilling 1,800 and 2,400 gallons of water per 24 hours respectively.

To be sold as she now lies in Hongkong Harbour with all fittings, stores, &c., on board, including about 110 tons of Coal, Anchors and Cable.

A list of fittings to be sold with the ship may be seen at the Office of the Naval Store Officer, H.M. Naval Yard, and of the Auctioneers; also on board.

The Admiralty will not be responsible for any errors in description of ship fittings, stores, &c.

The Vessel will be open to inspection for seven days before date of sale, between 10 a.m. and noon, and 2 and 4 p.m. (Saturday and Sunday excepted).

Inspecting orders can be obtained from the Auctioneers.

TERMS:—Cash before delivery, 15 per cent. of the purchase Money to be paid on the fall of the hammer, balance and the clearance to be effected within SEVEN DAYS after the date of sale.

Further special conditions may be obtained on application to the Auctioneers

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 31st May, 1905. [611

Intimations.

BAY VIEW HOUSE,
MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served *a la carte* from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:
"BAYVIEW, MACAO."

Macao, 7th June, 1905. [641

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

TO ARMS!

THE REVOLUTIONARY MOVEMENT IN RUSSIA.

DESPERATE STRUGGLE.

[Daily Chronicle Special Correspondent.]

Three months ago I gave in these columns some reasons for believing that the Russian revolutionary movement had reached such a point of development that its suppression was now impossible. Much has happened in the meantime to confirm this opinion; and information lately received from reliable sources indicates that we are upon the eve of very grave events.

A few days ago conference took place of the leaders of seven of the most advanced political organisations of the Empire, the Social Democrats being the only considerable body not represented; and at this secret gathering declarations of a common aim were adopted and preliminary arrangements were made for united action with regard to the organisation of armed resistance on a scale not hitherto contemplated. The "terrorist" policy was endorsed as a dreadful necessity of the situation, and the general aim was declared to be an insurrection that would bring with it the destruction of the dynasty, and the establishment of a democratic republic in which the various nationalities of the present Russian Empire would be freely federated through constitutional assemblies based upon a thoroughly democratic suffrage, with freedom of conscience, meeting, Press, and organisation, and equality of all citizens before the law.

The revolutionary leaders do not suppose that the whole of this large programme will be quickly accomplished, and they are perfectly conscious that it involves a bitter and desperate struggle. They appeal for justification to the desperate need, and the belief that suffering would only be increased if the agony were to be prolonged by half measures.

IMPORTANT INTERVIEW.

I have just had a long and instructive conversation with Mr. Felix Volkhovsky, than whom, as one of the veterans of the movement, and a leading representative of the Russian Revolutionary Socialist party, no one can speak with greater authority upon the subject. I observed that the movement did not appear to have been extinguished.

"No," he replied, "it will never be extinguished. If men are merely discontented and see no practical outlet for their discontent many years may pass in fruitless suffering; but it is very different if they do see such an outlet. The solution which the Russian peasants see is the nationalisation of the land, or, in other words, the sequestration of lands not at present held by the village communes, and the giving them into the hands of the actual tillers of the soil.

"The peasantry have already decided to begin this spring to take possession of private land in large districts in various parts of the Empire—that is to say when the time comes they will go with their plough and horses on to the soil of the landlords, and begin to work on it as if it were common property. All the so-called agrarian troubles, of which you have heard vague reports from various parts of the country, are only preliminaries to this great movement."

REVOLUTIONISTS ACTIVE.

"How do the revolutionary parties stand in face of this opportunity?"

"As myself a member of it, I am bound to say that the Russian revolutionary party has not kept pace with the spread of acute popular discontent. At the same time, activity of the Opposition and Revolutionist parties has reached an extent far beyond anything achieved in the past. There never was a time before when a single organisation—I speak of this one only because I know it from the inside—was able to import into the Empire from 1,800 lb. to 2,700 lb. of clandestine literature per month.

"But beside the Revolutionary Socialist party the Russian Social Democratic party, which works mainly among the factory hands, and the Democratic party, represented by the Osvobojdenye, are also engaged in smuggling large quantities of literature across the frontier; and many other lesser organisations besides the powerful Socialist parties of Russian Poland, the Jewish Bund, and the Armenian Revolutionary Federation, are carrying on an increasingly successful agitation in the various parts of the Empire."

"How, then, do you expect the future to develop?"

ARMED INSURRECTION.

"I do not pretend to prophesy in detail. So much must depend upon circumstances that even a man who has followed events with much eagerness cannot see everything in a country like Russia, where all free life is kept down. Whatever prestige the present Government ever had has now gone, mainly because of the Japanese war, which has proved the incompetence, as well as the criminality of the present régime. Then, the events in St. Petersburg have undermined the superstitious faith in the Tsar so far as that superstition still existed among the masses; and now the question of the hour is the arming of the people.

"More than one of the revolutionary parties have made it their main task to get arms ready. Of course, I cannot go into details as to these preparations, because, as you will understand, the success of the movement depends upon how secretly it is carried out.

"The war and the slaughter in St. Petersburg have had as deep an effect on the troops as on the general population, and will have still more. Probably the great bulk of the Army, or what will remain of the Army, will return from Manchuria and Japan despising the Government and absolutely unwilling to support it.

"Meanwhile, the revolutionary propaganda proceeds among the soldiers as well as the officers in the provinces, and even in the capital. A group of officers in Kiev has launched an effectively-worded manifesto to their fellows, in which they appeal to their sense of honour, and tell them that, as things stand, as every officer may at any moment be ordered to shoot down his own brothers and sister, they must consider whether they will become traitors to their own people, or whether they will not rather go over to the popular cause."

Consignees.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

"DARMSTADT"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M. THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 13th instant, at 9.30 A.M.

All Claims must reach us before the 19th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 7th June, 1905. [3

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 8 A.M., TO-MORROW MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 13th instant, at 9.30 A.M.

All Claims must reach us before the 19th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong 5th June, 1905 [3

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE

THE H. A. L. Steamship

"AMBRIA,"

Captain Porzelius, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th June, 1905. [628

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SITHONIA,"

Captain Hildebrandt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th of June will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th of June at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 5th June, 1905. [626

Intimations.

CIGARS.

FINEST HAMBURG MADE

ROLAND VON HAMBURG
AT
$4.50 per hundred.

FLOR DE MONDEGO
AT
$6.00 per hundred.

Sold in
AIR-TIGHT TINS
AT
TUNG CHONG WO,
98, Queen's Road Central,
Opposite Central Market.

LUTGENS, EINSTMANN & CO., IMPORTERS.

Hongkong, 9th June, 1905. [176

Gold Medals PARIS 1889 & 1900

Regd HARRIS'S CALNE WILTS Brand

HARRIS, CALNE WILTS England.

REPRESENTATIVES FOR HONGKONG & CHINA.
HOWARD & Co.,
50, Queen's Road Central,
Hongkong.

Hongkong, 19th May, 1905. [579

THE WISE MAN
BUYS A "SINGER"; IT'S TRUE ECONOMY.

5 YEARS' GUARANTEE;
FREE INSTRUCTION;
EASY PAYMENTS.
It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.

Hongkong, 25th March, 1905. [48

THE WINE GROWERS
SUPPLY CO.

BARRETTO & Co.,
General Agents, Hongkong.

FRENCH CLARETS.

BOTTLED BY
JULES MERMAN & CIE.,
BORDEAUX.

Cotes	$9.50	Per Dozen Quarts.
Medoc	9.50	" "
St. Estephe	9.50	" "
Pauillac	13.50	" "
Margaux	14.00	" "
Chateau Ludovice	17.00	" "
Chateau Gallc ...	18.00	" "
Chateau Pontet Canet	20.00	" "
Chateau Mouton d'Armaillacq	24.00	" "
Chateau Marbuzet Merman	27.00	" "
Chateau Rauzan	30.00	" "

SPANISH CLARETS.

BOTTLED BY
THE COMPANIA VINICOLA DEL NORTE DE ESPANA-BILBAO.

Rioja	$12.00	Per Dozen Quarts.
Cepa Ruby	6.00	" "

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central,

Hongkong, 5th June, 1905. [43

NOTICE

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 9, 1905.

PROSPECTS OF PEACE.

What are the prospects of peace, and if peace be declared what will the terms be? These are the questions which all thoughtful people are asking themselves. Now that Japan has dissipated the Russian fleet, on whose success the highest hopes of the Muscovite were centred, the first question inevitably comes to the front. Some optimists hoped that, after Mukden, peace was imperative, but the passage of the Baltic Fleet gave the Russians room to hope that there was still a possibility their arms would triumph, for success at sea meant new life to those on land. But that hope has been lost, and nothing remains for Russia but to prolong a disastrous fight on land or submit terms of peace. It must be remembered that the Russian, or the Tartar if you will, is a hard nut to crack. It is the boast of the British that they never know when they are beaten. The Russian could echo the same idea, for over such a vast territory as he rules he is almost inaccessible to the assaults of an enemy. The Japanese have managed to hem the Russian troops within a small area, but even in the event of another rout the Russians have still their last line of fastnesses behind Lake Baikal. It has always been a characteristic of the Russian, where victory by sheer force of numbers seemed uncertain—although Plevna is one of the exceptions—to keep on retreating. In this case retreat may ultimately mean victory, as Napoleon found to his cost. But we are become, so to say, civilised nowadays. The loss of human lives, where such loss can be prevented (forgetting the Peace Society and its aims for the moment), is a matter which affects the whole world. Can the nations tamely sit and watch this Titanic struggle without interference? It is evident from the telegrams which are received from day to day that there is a decided feeling against such a course. The United States, or rather President Roosevelt, has come into the open and declared that those who permit, without a murmur, such a condition of affairs to continue are little better than abetters. In fact they are conniving at a nation's crime of *felo de se*. With that idea in mind, the President has been in communication with the British and French Ambassadors in order to obtain if possible some inkling of what would be accepted as a fair and equitable settlement of the troubles in the East. It would be the finest feather in the cap of President Roosevelt if he were accepted as mediator between Russian and Japan. His name would live in history not merely as a great President but also as an international peacemaker. At the best, however, he has a thankless task in front of him. Japan has been so uniformly successful in the field and on sea that she rightly feels that the terms of settlement should be dictated by her. Russia, with the pride of nearly a dozen centuries of greatness behind her, is unlikely to admit the claims of the new star in the East. Moreover, if Japan should demand an indemnity how is Russia to pay it? Is there some Pandora's box in the treasury at St. Petersburg that she could utilise? But granting that an indemnity could be paid by instalments what is to become of Vladivostok? It has been suggested that it should become a free port, controlled by a sort of international board. Even if that suggestion were acquiesced in by the Russians and the Japanese, there is still the question of the ownership of Saghalien. "Is there any reason why Russia should await the capture of Vladivostok and Saghalien by the Japanese before suing for peace?" cries a writer in a Russian journal. And the French newspapers re-echo the same idea. It is impossible to believe that Japan will take the first steps towards securing a cessation of hostilities. Russia is or may feel debarred from taking the initiative. It therefore remains for outsiders to step into the breach. If the United States would open the negotiations, then Britain and France could, without losing caste towards their allies, join in the arbitration proceedings, and thereby a just settlement might be arrived at. But until the United States moves in the matter nobody else can speak. Upon President Roosevelt, therefore, lies the responsibility for the continuance of the present struggle which is decimating the people of two nations. When he says the word the swords will turn into ploughshares.

LOCAL AND GENERAL.

A COMPANY has been formed with a capital of £300,000 to start a new penny morning paper in London. It will be the official Liberal organ and will be called the *Tribune*.

LEAVE of absence on private affairs to the neighbouring countries has been granted to Capt. C. M. F. Watkins, Royal Engineers, from 13th June to 13th September; also to Capt. G. R. H. Nugent, Royal Garrison Artillery, from 13th June to 13th December, 1905.

THE members of the Hongkong Volunteer Reserve Association will have the use of the King's Park Range, Kowloon, (500 yards), from two to six o'clock to-morrow. There will be a pool competition, and members may shoot for the Governor's Cup for June.

A CONVOCATION of the Imperial Japanese Diet for an extra session is to be made for the purpose of discussing additional expenditure which was unexpected in the last session, such as repairing Port Arthur, forts, refloating Russian warships and feeding Russian prisoners, etc.

THE spring announcements of Mr. Fisher Unwin included "My Life Among the Chinese," by the Rev. E. J. Hardy, author of "How to be Happy though Married," lately Chaplain to H. M. Forces in Hongkong. The book will treat of the common everyday things of the Chinese, and anecdotes are freely used to illustrate.

HER Majesty the Empress of Japan, states the *Japan Mail*, continues to bestow gifts of artificial limbs upon wounded soldiers. The number of men thus assisted by Her Majesty in the present war is 1,261, and the detail is 571 (including 12 Russian prisoners) provided with legs or arms, and 690 (including 22 Russians) with eyes.

DUTCH papers state that a cargo of animal and human bones from the Far Eastern battlefields has arrived in Holland, consigned to a glue factory. It is asserted that fragments of flesh and pieces of uniform still adhere to some of the bones. The authorities have forbidden discharging the cargo during the daytime, and the work is being done at night.

MR. Otto Kong Sing represented Cheung Kin, trading as the Fung Wo in a claim against Kwong Kam Cheung and Tse Cheung trading as the Wing Wo, of 18, Pottinger Street, made in respect of work done and materials supplied. The total amount of the claim was $781.30, of which $400 had been paid off. His Honour the Puisne Judge found for plaintiff for $381.30 with costs.

BY kind permission of Col. W. G. B. Western, C.B., and Officers, the Band of the 2nd Bat., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, tomorrow, 10th inst.:—

March ..... "Stars and Stripes"	Sousa
Overture to ..... "I. Martiri"	Donizetti
Selection of ..... Tosti's Songs	Arr. by Pougher
Valse ..... "Edincelles"	Waldteufel
(a) Minuet and Trio	Mozart
(b) Idyll ..... "Blumengeflüster"	Blom
Selection ..... "The Mikado"	Sullivan
Grand March from ... "Tannhauser"	Wagner

God save the King.

ANDREW Smith, an engineer on the s.s. *Kinluck*, was placed before Mr. F. A. Hazeland this morning charged with being drunk and disorderly in Queen's Road Central yesterday afternoon. P. C. Cox said that while on duty in the Supreme Court he heard a commotion in the street, and on looking out of the window saw the accused lying in the gutter, with about 100 Chinese loafers laughing at him. The man was arrested, and when placed before Mr. F. A. Hazeland he said he was very sorry this thing had happened. He came ashore to purchase a newspaper and some other trifles, but he had a glass or two and forgot all about them and everything else. He asked his Worship to "give him a chance" as his vessel was sailing to-day. The Magistrate said he did not wish him to remain in this Colony, and discharged him with a caution and ordered him to get back on board his ship at once and stay there.

A WEEK or so ago, a Kling revenue officer was on duty on Keppel Road outside Borneo Wharf, Singapore. He saw a Chinaman who had apparently just landed from a Hongkong steamer. He at once pounced on the stranger and demanded to see his possessions. Among these was found a number of Chinese silver coins. The officer at once scented profit and declared that the stranger was a law-breaker and must forthwith be arrested and subsequently exposed to dire pains and penalties. To avoid these, the Chinaman handed over four of his coins worth about 80 cents. So far all seemingly went well, but the Revenue Officer had reckoned without the possible immediate presence of a detective. He had hardly got possession of the money when this Nemesis put in an appearance and removed him to the nearest police station. Inspector Gallager obtained a summons. Yesterday, says the *Straits Times*, of 2nd inst., the Revenue representative responded to it. Mr. Colman heard the case with the result that the revenue officer has three months' hard work to do, and some leisure to think on the error of his ways. This is but another of the cases in which the Opium Farmer's servants take advantage of their position to oppress strangers. In this case, however, prompt retribution has followed. This is at any rate satisfactory.

THE number of plague cases officially reported since the beginning of the year has now reached 131, four cases having been notified since yesterday at noon.

KWOK KAI, an aged Chinaman claiming to be 78 years of age, was charged with removing the body of a Chinese male from Yaumati without the necessary permit, on the 8th inst. The body was that of a patient who had died of plague. Mr. F. A. Hazeland fined him $200 or four months' hard labour.

WE hear that Mr. Reginald Harding, assistant to Messrs. Ewens and Harston, solicitors, of Alexandra Buildings, is to be taken into the partnership as from the 10th inst. Mr. Harding was recently appointed a director of the National Bank of China, and took his seat for the first time at a meeting of the directors to-day.

PROGRAMME of music to be performed by the Band of the 129th Baluchis, on the New Parade Ground, on Monday next, from 5 to 6.30 p.m.:—

Overture ..... "The Barber of Seville"	Rossini
Gavotte ..... "Intermezzo"	L. Hall
E. Clarionet Solo ... "Nocturne" "L'Esperance"	F. Ascher
Selection ..... "Reminiscences of Tosti"	J. Pougher
Valse ..... "Moreska"	F. Fare
Song ..... "Slandchen"	F. Schubert

God save the King.

KOBE ladies who may experience any nervousness as to the chances of a "shock" on the new electric railway will have their minds relieved on reading the subjoined. The caution is quite a simple one to remember. The incident apparently occurred in Dublin, when an old lady was heard to address a man in blue as follows: "Isn't it dangerous to step on the electric tram line, constable?" The answer was: "Oh, no, mum, as long as you don't put your other fut on the wire overhead!"—*Japan Chronicle.*

THE JAPANESE VICTORY.

AMERICAN OPINION.

NOTABLE LEADERS BY "NEW YORK SUN."

The following appears in the Shanghai *Mercury* of the 3rd inst.:—

The *New York Sun* of the 31st May states:—Admiral Togo's victory is complete; never in the world's history has so effective a piece of work been done on the sea. Russian sea power is wiped out and Japan can deal with the waters of the Western Pacific as her own. Russia's bluff has ended with disaster to herself. When detailed accounts of the fighting come to us, naval experts will be able to draw lessons from them, as this is the first great naval battle in which two evenly matched forces have met since modern armour and modern guns have come into use. At Manila and Santiago the preponderance was all on one side, while at Port Arthur conditions of blockade affected the problem. Here in the Japan sea, equal fleets met with the outcome that one was totally destroyed and the other practically unhurt. Japan can now breath freely and carry out military operations unhindered. The Russian Armada has been swept out of existence and even the Czar's madness will hesitate to send more Russian vessels to certain destruction. For the moment, Russia is eliminated as a factor in any European entanglements that may call for sea power and in so far the peace of the world is assured. Japanese military plans in Manchuria can be carried out without fear of being cut off from the base of supplies. When details of Admiral Togo's victory are learned naval experts will examine the interesting question, if it is on torpedo boats and fast cruisers or on big battleships that a navy must depend, or if it is superior pluck and knowledge on the part of the man behind the gun that after all decides a fight. However that may be, nobody will grudge the glory of the brave and patient commander who secured the great victory of Japan.

The *New York Sun* of the 30th May says:—The destruction by the Japanese of the Russian fleet and practically Russian naval power may be said without exaggeration to be one of the most momentous events not merely in naval history but also in the history of the world. Here is a nation which was opened to the civilized world only fifty years ago, has been organized after the plan of western civilization for less than twenty five years, and only within ten years has had a navy of any considerable rank, that has by one blow put itself in the very forefront of the naval powers of the world, after having previously demonstrated its superiority on land to the nominally greatest military power of the world. The naval engagement in the Korean Straits therefore marks a radical change in the distribution of military strength and military possibilities of the world. The complete victory of Japan in the war with Russia, which it foreshadows, will put Japan far up towards the head of the military power and before this century ends it will hold the first place beyond peradventure if its development continues in anything like the ratio of progress which it has made since its victory over China ten years ago. The engagement in the Korean Straits afforded the first full test of the new engines of naval war which has been made since their introduction. Certainly since the type of modern battleship has been brought to its present development our American destruction of the Spanish Fleets at Manila and Santiago could not be called such a test, though our experience there foreshadowed the results in Japanese waters—that is, both Spanish and Russian ships were destroyed without significant damage to the opposing fleets.

The theory that when modern ships of war actually "met squarely in battle each side would be likely to destroy the other has been disposed of effectually. The victory won by the Japanese is not only one of the most complete in the history of naval warfare, but it also was won without loss to the victors. It is demonstrated that Japan is the military superior of Russia both on land and sea. Japan has won the war. Is there another European power which would have done better than Russia except Great Britain with its vast naval preponderance? When Japan has gone ahead in its development under the impetus of the present victory, may not the time come and in no distant period when even Great Britain will be distanced? How about ourselves? The naval battles of Saturday and Sunday may change the whole course of civilisation during the twentieth century.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE PEAK TRAMWAYS CO., LD.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—As some of the hard facts in my letter of the 7th instant to the Press appear to have disturbed the General Managers and brought forth a reply from them through the Press of yesterday, and in which instead of successfully disproving same they accuse me of being "inaccurate" and of using "arguments based upon insufficient or imperfect knowledge of the actual facts," permit me through the medium of your paper to add a few more facts or probabilities for disposal by them, and for the consideration of others interested.

In the first place it is not proven that my statement, "that all the shareholders in the old Company are promised in return for their shares a one-third interest in the new Company," is wrong by merely contending that old shareholders are to be given a preference in subscribing additionally to the new Company at $10 per share, nor does it convince me that this questionable privilege justifies the dissolution and the sacrifice sale of the old Company, or that this privilege is sufficient compensation for putting additional hard cash into a company that can earn nothing in return for a number of years and whose only hope of success is in absorbing the old Company.

Secondly; in dealing with the revenue returns from the new Company, the General Managers dispute my statement as inaccurate, viz., "that the only hope of a revenue return for the next three or possibly four or five years will be the revenue returns earned by the old Company, and will have to remain satisfied (during that period) with a division of only one-third of these profits." I claim that my statement is not disproved because "shares in the new Company issued to shareholders of the old Company will be fully paid up and entitled to dividends on the full amounts of $10 per share from the formation of the Company"; neither do I consider this inviting because "on the other hand the remaining (two-thirds of the) shares will only be entitled to dividends on the amount paid up for the time being, which will certainly not exceed $5 per share for the first year and may be less."

Then, again, if the promised dividends on the two-thirds of the $5 or $10 shares of the new Company do not come from the earnings of the old Company, and the pockets of the old shareholders, *where do they come from?* To assist in the flotation of the new Company we are asked to begin immediately, and to continue for a period of at last three years giving away sufficient from our present profits, to investors in the new Line, so as to bring them in an immediate return and thus perhaps justify investment in a venture that would otherwise be difficult to float. It must not be forgotten that it is not the old Company which proposes building the opposition Line, but a new Company, and, unless I am once more mistaken, they can only succeed in floating their scheme if permitted to buy us out at a price more advantageous to them than to us.

I am still of the opinion that there is not sufficient traffic for a second Line *through to the Peak*, nor of any monetary necessity for another even in substitution for the old Line. Consequently I am forced to the conclusion that the general managers and the consulting committee, who claim to represent or control 75% of the shares of the old company, are beginning to realise that they overestimated the importance of the contemplated opposition, and over-stepped themselves in committing the company to the Government for the construction of this new line. I have no objections to their committing themselves individually, but I do still protest against their having committed the company without first having received the consent of *all the shareholders.*

The investing public of Hongkong usually look for a return on their investments, and it is still a very debatable question as to whether an investment in the new Line would have been sufficiently inviting to warrant its being built for many years to come with the present Line operating against it for through Peak business, and the only other business in sight being that below Conduit Road level. Consequently the scheme now proposed by the general managers and consulting committee is not inviting, no matter how cleverly coloured, to say nothing of the future prospects of the new Line or its ability to injure us when shorn of its one hope of success, viz., *the revenue-earning old Line.* This may explain the desire to force the scheme through notwithstanding the protest of shareholders representing at least 271 shares out of 1,250.

Concerning the estimate of the general managers as to the injury the opposition Line can do us financially, I contend that it cannot and will not injure us financially as much as this voluntary sacrifice they are now trying to force us into; and, in this connection, I question the good taste of the general managers in giving expression or prominence, in the latter portion of their letter, to the power vested in them and the consulting committee, in the matter of *adjusting future dividends*,—some people might consider this in the light of a veiled threat liable and likely to injure rather than to improve their prospects of success. "Might" is not regarded and permitted as "right" in British Law.

In conclusion, it is not necessary to make any reply to the general managers' closing remarks in connection with my ownership of shares in the old company, as they are quite beside the question.—Yours truly,

D. E. BROWN.

Hongkong, June 9th, 1905.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—The controversy which has arisen over the proposed conversion of the High Level Tramways Company into the Peak Tramways Company, whereby the old Company is to be wound up—"voluntarily" as it is called—and a new Company brought into being, has aroused the greatest interest. In their letter dated the 7th inst., Messrs. John D. Humphreys & Son endeavour to refute the arguments of Mr. D. E. Brown as presented in a previous letter and in his speech at the meeting last week. They have accused him of distorting the facts and submitting arguments based on an imperfect knowledge of the actual conditions, and proceed to question the accuracy of his statement that the only hope of revenue return for the next three years will be that earned by the present Company. The explanation given by the general managers is of such a nature that it might be characterised as no explanation at all. Messrs. Humphreys assume that a dividend of 6 per cent. will be obtained on a capital of $750,000—that is to say, there will be interest received on that sum to the amount of $45,000, and, so far as I can understand, it will be distributed as follows, viz., $22,500, being 90 cents per share on 25,000 $10 shares, fully paid up, in the old Company; and $22,500, being 45 cents per share on 50,000 new shares, on which $5 is paid up, and $1 remains to be called. Where do the general managers get this $45,000 from? That is an exceedingly important question. If the general managers count on the old Company to bring in that sum, then the old Company when it comes to a distribution of their profits among the shareholders could have given them $36 per share on the old shares (or $7.80 per share on the new shares of the amalgamated concern). But, wisely enough, they have been giving $15 per share on the old shares or $18,750, and strengthening the assets by carrying forward the balance of $26,250. Now, is it fair and just that the general managers should take all the profits of the old Company and propose to divide them *en bloc* on the money called up on the old and new shares alike? Is that a fair and reasonable reply to Mr. Brown's argument that the old shareholders are being done out of their rights? I submit it is not. Why should a shareholder of the Hongkong High-Level Tramways, who does not believe in the roseate prospects of the new scheme, be called upon to sacrifice nearly two-thirds of his rightful returns in order that new shareholders who had nothing to do with the existing tramway may benefit? With regard to the statement that the general managers and the majority at the meeting hold two-thirds of the shares of the Company, there is a very simple answer to that. The interest of the general managers is not alone confined to the dividends the company pay, but they have the much greater interest in reckoning the commission they will receive when the Companies are amalgamated. So that their interests are not to be considered as on the same plane as those of the shareholders who look to the dividends alone. The larger the capital the greater the commission received by the general managers. But, also, the same principle does not apply where the shareholders are concerned. It comes to this—it is proposed to distribute 6 per cent., which is the total return anticipated by the new Company, among the shareholders. But for years the shareholders of the old Company have been content to take 15 per cent. instead of the $36 per share to which they were entitled if they had not followed the wise plan of building up a reserve. Who benefits by that sacrifice? Not the shareholders of the old Company, if the new scheme is carried out. No; it will be the new shareholders who will earn dividends on an undertaking with which they had nothing to do. And where will the reserve fund go? Probably to build up the dividends required until the new tramway is constructed and paying its way. I think that the scheme is altogether wrong. It is unfair to the shareholders of the old Company. It is inequitable and unjust; it is robbing Peter that Paul's greed may be satisfied, and I hope that we have not yet heard the end of it all.—I am, etc.,

FAIRPLAY.

Hongkong, 9th June.

RUSSIAN CRUISER SIGHTED.

NEAR MANILA.

Capt. Browne, of the steamer *Tean* which came in from Manila this afternoon, reports that at 5 p.m. on Wednesday last when in latitude 17.25 and longitude 118.08, he sighted one of the Russian Volunteer Fleet, with fiddle bows, two funnels and three masts, steaming slowly in a south-westerly direction. He signalled to her that there were three Russian cruisers at Manila, and the Volunteer ship replied "Thank you."

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 9th at 11.55 a. The barometer has risen in E. Japan, and fallen over China.

An area of low pressure lies over S. China.

Pressure is highest over E. Japan and the S. part of the China Sea.

Gradients are moderate, and fresh S. to SW. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Forecast:—moderate to fresh SW. winds; squally, showery.

Returns from the Philippines are lacking.

SHIPPING AND MAILS.

MAILS DUE.

American (*Coptic*) 12th inst.
Canadian (*Empress of India*) 13th inst.
French (*Oceanien*) 13th inst.
German (*Prinz Waldemar*) 19th inst.
Canadian (*Tartar*) 20th inst.
Indian (*Sutlang*) 20th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Nagasaki at 7.30 a.m., the 8th inst., and leaves again at 5 p.m. same day for Shanghai where she is due to arrive at 5 a.m., on 10th inst.

The s.s. *Satsuma* sailed from New York on the 5th inst.

The M. M. Co.'s s.s. *Oceanien*, with the next French Mail, will leave Saigon on Saturday, the 10th inst., at 11 a.m. for this port.

TELEGRAMS.

[*Private.*]

FARNHAM, BOYDS.

Messrs. Benjamin, Kelly & Potts write us as follows to-day:—

"We are advised by cable that the annual meeting of the above company has been fixed for the 23rd June, and the share register will be closed on the 15th inst.

We also understand that a proposal will be made by the directors to reduce the capital of the company by returning to shareholders Twenty Taels per share.

[*Reuter's.*]

The French Ministry.

LONDON, 7th June.

Reuter's correspondent in Paris wires that M. Rouvier will conduct foreign affairs till pending questions are settled; the change will not affect the entente with Great Britain. M. Rouvier will also uphold the Russian alliance, but will probably insist on Russia guaranteeing, for the future, not to take any action to jeopardise its utility, and to show herself amenable to her ally's advice.

Later.

The French papers say that the resignation of M. Delcassé attests to the gravity of the Morocco imbroglio.

It is believed that M. Rouvier's first endeavour will be to find a compromise acceptable to Germany.

The Prospects of Peace.

Reuter's correspondent in St. Petersburg wires that the result of a Council of Ministers held at Tsarkoeselo was that instructions were telegraphed yesterday to the Ambassadors in Washington and Paris that Russia was desirous of learning the Japanese peace conditions.

The British China Squadron.

H. M. ships *Canopus* and *Goliath* bound for China have been recalled at Colombo.

Norway and Sweden.

The Norwegian Parliament has passed unanimously a resolution severing Norway's connection with Sweden and declaring that King Oscar has ceased to be King of Norway; the resolution confers on the present Ministry powers of Government appertaining to those of the King.

ALLEGED THEFT

BY AMERICAN SAILOR.

This morning, before Mr. F. A. Hazeland, William T. Gaylord, a seaman, from the U.S.S. *Rainbow*, was charged with stealing two $5 notes from a room in No. 13, Ship Street, on the 8th inst.—His Worship offered to adjourn the case to permit defendant to call witnesses, but the latter asked that the case might go on at once, adding that he would take the responsibility of the case proceeding without his witnesses.—Chiono Kawata, the complainant, said that on the morning of the 8th inst. defendant went into her room, and thinking she was out, opened a drawer and took from it two notes of $5 each. This money she had borrowed the previous night from her mistress to buy some Japanese belts with. Another girl told her that she had seen the defendant take the money, and they followed him downstairs. Defendant got into a ricksha and went off. Complainant followed him until he stopped at the "Travellers' Hotel" in Queen's Road, Central. Complainant alleged that defendant went into the Hotel and she saw him receive change for a $5 note from the proprietress.—The proprietress of the "Travellers' Hotel," said she was in the bar all day yesterday from eight o'clock in the morning. Just before noon she heard a noise outside the hotel, and when she went out she saw a crowd and some Japanese women standing on the pathway near the defendant. Witness would "positively swear with the Bible in my hand" that none of the women came into her hotel, and she did not change a $5 note or any other money for defendant. There were a good many people in the bar yesterday, but it was not possible that she could have made any mistake and changed a note for defendant without noticing him in the crowd.—Evidence of the arrest was then given by P.C. 68, and Inspector Gourlay said that yesterday afternoon defendant was brought to the Central Station, and searched, and on him were found one $5 note, two Mexican dollars, nine 50 cent pieces, fourteen 20 cent pieces, one 10 cent and one 50 cent piece.—The mistress of the complainant said she did not lend complainant any money yesterday.—She had money of her own, which she kept in a drawer, and some one had told her she had also money in the bank.—Defendant said he never touched the money and did not know anything concerning it.—His Worship: You are discharged.

GRAPHIC ACCOUNT OF THE BATTLE OF TSUSHIMA.

The *Asahi* publishes the following graphic account of the battle:—

At 5.30 on Saturday morning a wireless telegraphic message reached the place of rendezvous of the Japanese Fleet, and the order "Be ready to leave" was at once signalled from the flagship. The whole fleet then slowly advanced in a north-easterly direction but the wind was freshening, and when Tsushima was sighted the torpedo-boat flotillas were unable to proceed with the fleet in the rough sea and they took shelter at a Tsushima port. When the third division was abreast of Takeshiki, the advance of the Russians could be distinguished. Shortly before midday the fleet received a wireless report that the Russians were passing through the east waterway. The Japanese then altered their course to the south, and at about one in the afternoon Okinoshima was sighted. Here the third division joined the main force. The first and second divisions, with their destroyer flotillas, then altered their course to the west, while the third and fourth divisions, with destroyers, bore to the east.

THE FIGHT COMMENCES.

During these preparations the flagship of the Russians hove in sight to the south. It was then a quarter to two o'clock. The Russian squadron was steaming in a double line of tremendous length, the end of which could not be seen.

A deep boom told that the fight to which at least one side had been looking forward for so long had commenced. The Russians had opened fire and their adversaries were not slow in responding. Gradually the firing increased in severity, and in the meantime the Japanese destroyer flotillas had taken their position on the starboard of the main force, slowly but surely pressing the enemy towards the coast of Kyushu. Finding that they were being thus driven, the Russians quickly altered their course to the eastward. No sooner had this move taken place than the Japanese changed their course to the north, the *Mikasa*, which up to that time had been leading, taking the rear, while the *Kasuga* now headed the squadron.

RUSSIANS COMPELLED TO FIGHT.

Both sides were firing incessantly, but it was apparent that the Japanese had the advantage, and it may be presumed that a mighty cheer went up when a Russian battleship of the *Borodino* type was seen to burst into flames. This no doubt disconcerted the Russians, as it encouraged the Japanese, for shortly afterwards the former changed their course again, this time to the west. The Japanese followed, the second division concentrating their fire upon the vessel which was in flames. The first division steamed with all speed abreast of the enemy, pouring in a severe fire, while the second division veered round to the flank, thus almost completely surrounding the armada. There was now no hope of escape on the part of the Russians, who were compelled to fight, and were attacked from all directions. It was in the middle of the afternoon that this clever tactical move was performed and the position of the two fleets remained about the same throughout the night.

Before nightfall the order was given to sink the ship which was on fire. Ever ready, the fifth destroyer flotilla dashed out, signalling at the same time a message to the second division, which was concentrating its fire on the burning vessel, to the effect, "We will give the finishing stroke." As they approached a murderous fire was poured upon them, but they stuck gallantly to their task and made a series of successful attacks. During these attacks the enemy's fire only succeeded in doing damage to the destroyer "Shiranuhi," a shell striking the fore discharge tube while another damaged the fore part of the vessel. None of the other destroyers were hurt, but they succeeded in sinking the burning ship.

Meanwhile the Japanese were continuing to gain the upper hand. The Russians were evidently at a loss as to what their next manœuvre should be—they showed unmistakable signs of confusion—and the approach of darkness and with it the increased determination of the Japanese made

CONFUSION WORSE CONFOUNDED.

It was impossible to tell in the din and the clouds of smoke exactly what damage had been done. The Japanese fifth destroyer flotilla had sent the *Borodino* to the bottom, and while the Japanese vessels were all still in fighting trim many of the Russians were undoubtedly *hors de combat*.

When the fighting was at its height the signal was received that a black object was observed among the Russian vessels; it had the appearance of possibly being a submarine; the flotilla was commanded to attack it. Out darted the "torpedoes" again. There was the black object, but it did not move. Stealthily the little craft advanced and there was grim humour in the discovery that it was no submarine—at least not a regulation submarine—only a Russian vessel bottom upwards with twenty or thirty wretched men clinging to it, beseeching for mercy and rescue. Unhappily there was no time for rescuing as fighting was still in progress, and the men had to be left to their fate.

Firing was suspended at sunset, but

TORPEDO ATTACKS

were made during the night as planned, the flotilla forming into two sections. The enemy's searchlights prevented the success of the two initial attack, but the third expedition was successful and a vessel supposed to be the "Orel" was put out of the fighting line, while others were badly damaged as the result of the continued attacks throughout the night, the Russians never attempting to send out their destroyers under cover of the darkness.

When, at daybreak, the Russians attempted to steer their course north-westward the Japanese pressed hard ahead, treating their enemy very much as a cat would treat a mouse, being determined that not a single ship should escape from their clutches. Fighting was resumed at about 9 a.m., and firing was continued, on and off, throughout the day. The Russians were again heavily damaged and cheers between the firing indicated that another white flag had been hoisted or that one more Russian vessel was "finished."

INDO-CHINA S. N. CO.

In reference to the protest from the Hongkong shareholders, mentioned in our previous issues, we are informed that the letter was sent in to Messrs. Jardine, Matheson & Co. yesterday afternoon. A reply, from the general managers to the signatories has been received to the effect that they would be willing to transmit the shareholders' message, by telegraph, exactly as it was worded.

The text of the cable message which the shareholders requested should be forwarded to London is as follows:—

"Hongkong shareholders dissatisfied distribution earnings. Urge bonus."

NAVAL NOTES.

[*From our Naval Correspondent.*]

The cruiser *Bonaventure* left for Mirs Bay this morning.

BATTLESHIPS ORDERED HOME.

I learn on good authority that most, if not all, of the battleships on the China Station have been ordered home, presumably for the purpose of joining other squadrons.

ADMIRAL'S FLAG SHIP.

Admiral Sir Gerard H. U. Noel will hoist his flag on the *Diadem* when she arrives.

INCIDENT ON THE "BARFLEUR."

H.M.S. *Barfleur* with the time-expired men from the *Vengeance* arrived at Portsmouth at 6.30 a.m. on the 7th ult. and was to be paid off two days later. Between Gibraltar and the home port a rather peculiar incident occurred, the facts of which appear to be as follows:—It seems that a certain number of men had been employed in cleaning out one of the boilers, and when the time came to close up the apetures it was found that two of the boiler doors were missing. Search was made and one of them was found. The other, however, was not to be seen anywhere. From what I have been able to gather it seems that some one had taken them from where they were laying and hidden them from sight. Whether this was done as a remonstrance to the extra work that the engine-room staff had been made to perform or otherwise is not yet known, but this act of some foolish person was responsible for the whole staff being paraded before the captain and search parties being organised. During their spare time the men had to look for the missing door and were threatened with further punishment if it was not found. In the meantime the ship's artificers had made a new door.

SHIPPING JETSAM.

The master of the launch *Kwong Hunk* was charged at the instance of Lance-Sergeant Wills, with carrying 27 excess passengers between Hongkong and Yaumati, on the 4th inst. He appeared before Mr. G. N. Orme this morning and His Worship fined him $20, and warned him against a repetition of the dangerous practice.

AN UNCHARTED REEF.

The *Nagasaki Press* has received the following from H.B.M.'s Consul at Nagasaki.—Captain W. J. Bland, master of the British s.s. *Thomas Turnbull* reports that "on May 27 at dusk Lat. 31.49 N. Long. 128.28 E. (approximate) near Meshima group of Islands passed alongside a reef not placed on chart, about 200 feet in length, and very narrow. When passing, the smell of sea weed was very strong. Should there be little water this reef would be very dangerous to shipping."

THE C. P. R.

On July 1st next the Canadian-Pacific Company will establish its own agency at Shanghai located in offices on the ground floor of the new building adjoining the corner of Peking Road and Yuen Ming Yuen Road (between the British Post Office and H.B.M. Consulate). Mr. A. Ross Owen, formerly in the Company's service at Hongkong and Yokohama, is appointed agent, in charge of the company's business at Shanghai from that date. Messrs. Jardine, Matheson & Company, who have so long and satisfactorily represented the company in North China, will continue, as formerly, to act as agents at the other China Coast and Yangtze Ports.

Fairplay publishes the following remarkable particulars extracted from the log of the iron sailing-ship *Brynhilda*, 1,502 tons gross register, built in 1885, and owned by Messrs. J. W. Carmichael and Co., New Glasgow, Nova Scotia, in connection with her passage from Buenos Ayres to Adelaide Semaphore, a distance of 9,071 miles. The ship sailed from Chico Bank Lightship at 4 a.m. on 15th January this year; passed the Cape of Good Hope on 31st January; arrived at the Semaphore at 11 p.m. on 22nd February—difference in time 18 hours, actual time 38 days 6 hours. It will be seen that the ship made an average of 237 miles per day. It is said that she beat some steamers between the Plate and the Cape.

A rather amusing story is published of the capture of a Russian officer and men under his command by some Japanese seamen. On the 5th ult., it appears the steamer *Daishin-maru*, 700 tons, was stopped by a Russian torpedo-boat outside a Hokkaido port. A sub-lieutenant and thirteen men boarded the steamer, seized the master, who was removed to the torpedo-boat, and then headed the steamer for Vladivostok. For some reason, however, the vessel went near Gensan instead of going to Vladivostok direct, and when near Gensan a Japanese steamer came in sight. The Russians apparently mistook this vessel for a Russian, while in reality the stranger was heading to capture the *Daishin-maru*, seeing the Russian flag. The seamen on the latter saw the position at once, suddenly overpowered the prize crew, and took the steamer to Gensan, and thence to Sasebo, where she arrived on the 28th ultimo.

THE WRECK OF THE S.S. "ELLAMY."

An inquiry was held at the British Consulate on 30th ult., into the wreck of the British steamer *Ellamy* off Tokoro, Hokkaido, on April 29. The Court consisted of Mr. Rentiers, Vice-Consul, Mr. W. R. Coleman, master of the *Oro*, and Mr. F. Bennett, master of the *Rai Rowa*.—Captain Mace, the master of the *Ellamy*, was called, and read portions of the vessel's log, afterwards answering various questions put by the Court.—Mr. R. Ward and Mr. G. Kendall, officers of the *Ellamy*, were then called and corroborated the Captain's evidence, which was to the effect that the accident was entirely unavoidable.—In the course of the afternoon the Court gave judgment, the following being the substance of the findings:—

"That in view of the ship having once stranded in the endeavour to reach Tokoro and of the presence of large quantities of ice, it would have been wiser for the master to abandon the voyage.

"That the master appears to have navigated his vessel in a seamanlike and proper manner, and when a casualty was inevitable, to have done everything in his power to avoid loss.

"That the Court see no ground for blaming the conduct of the master or his officers, whose certificates are hereby returned to them."

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	$800 s. £82
National Banks	37 b.
Union Insurances	695 s.
Canton Insurances	325 sa. & s.
China Traders	64 sa. & b.
Hongkong Fires	300 sa.
China Fire	87 sa.
Indo-Chinas	106 s.
H., C. & M. Steamboats	27 sa.
Douglases	36 b.
China Sugars	218 s.
Luzons	33 sa.
Docks	200 s.
Kowloon Wharfs	103 s.
Farnhams	161 b.
Hongkong Lands	122 s.
Humphreys Estates	13 s.
China Borneos	12½ s.
Green Island Cements	26½ sa.
Do. (new)	16½ s.
Hongkong Electrics	17¾ s.

Advices from Shanghai, dated 3rd inst, state:—

Business reported:—Indo-Chinas at Tls. 75, 74, 73, 73½ and 74 for July. Wei-wei-hai Golds at $3½ to $10 cash.

Business reported direct:—Indo-Chinas at Tls. 73 to 72½ for July. Farnham, Boyds at Tls. 162 for June, and at Tls. 164 to 165 for July. Langkats at Tls 225 to 226 cash, at Tls. 230 for July, and at Tls. 237½ for October.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/10½
Do. demand	1/10 9/16
Do. 4 months' sight	1/10 11/16
France—Bank T.T.	2.36
America—Bank T.T.	45½
Germany—Bank T.T.	1.92
India T.T.	140½
Do. demand	140½
Shanghai—Bank T.T.	71½
Japan—Bank T.T.	92
Java—Bank T.T.	112½

Buying.

1 months' sight L/C.	1/10 13/16
6 months' sight L/C.	1/10 15/16
30 days' sight San Francisco & New York	46½
4 months' sight do.	47
30 days' sight Sydney and Melbourne	1/11 1/16
4 months' sight Francs	2.40
6 months' sight "	2.41½
4 months' sight Germany	1.96
Bar Silver	37
Bank of England note	2[illegible]
Sovereign	10.65

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

		Per picul
Malwa New	@	1,140
" Old	@	1,180
" Older	@	1,230/1,260
" Oldest	@	1,340
		Per chest
Patna New	@	1,112½
Persian New	@	1,080
Persian (Panni)	@	780/010

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

From	Steamers	Due
GLASGOW and LIVERPOOL	"PROMETHEUS"	9th June.
GLASGOW and LIVERPOOL	"YANGTSZE"	11th June.
GLASGOW and LIVERPOOL	"FOXTON HALL"	15th June.
GLASGOW and LIVERPOOL	"AJAX"	23rd June.
GLASGOW and LIVERPOOL	"IDOMENEUS"	30th June.
GLASGOW and LIVERPOOL	"STENTOR"	7th July.
GLASGOW and LIVERPOOL	"PATROCLUS"	14th July.
GLASGOW and LIVERPOOL	"KEEMUN"	16th July.
GLASGOW and LIVERPOOL	"PAKLING"	18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	28th July.

S.S. "Yangtsze" left Singapore on the afternoon of the 6th inst., and is due here on the 11th

HOMEWARD.

For	Steamers	To Sail
*GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
*GENOA, MARSEILLES & L'POOL	"TELEMACHUS"	20th July.
LONDON, AMSTERDAM & ANTWERP	"AJAX"	1st August.
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	15th August.
*GENOA, MARSEILLES & L'POOL	"STENTOR"	20th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.
OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

For	Steamers	To Sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *viâ* NAGASAKI, KOBE and YOKOHAMA	"YANGTSZE"	14th June.
	"KEEMUN"	19th July.

WESTWARD.

From	Steamers	Due
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"OANFA"	20th June.
	"TELEMACHUS"	18th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th June, 1905 [1

CHINA NAVIGATION CO., LIMITED.

For	Steamers	To Sail.
SHANGHAI	"PAOTING" †	10th June, Daylight.
AMOY and SHANGHAI	"FOOCHOW" †	10th " 4 p.m.
SHANGHAI	"KIUKIANG" †	12th "
MANILA	"TEAN" *	13th "
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA" * ‡	13th " p.m.
SHANGHAI	"YOCHOW" †	14th " 4 p.m.
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"CHIHLI"	20th "
CEBU and ILOILO	"KAIFONG" *	22nd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th June 1905 [6

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2510	R. Rodger	MANILA	SATURDAY, 10th June, at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 17th June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd June, 1905. [5

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"NORDPOL"	15th June.
"INDRAWADI"	25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 20th May, 1905. [11

BOO CHEONG,
昌 寶
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Ellams Duplicator.

Hongkong, 23rd February, 1905. [61

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904. [61

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [18

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

	Tons	Captain
"KWONG CHOW"	1,309	J. P. MARTIN.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ...$4
Meals ...$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905. [17

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONAM,"
2,363 tons,

Captain H. D. Jones, will make a special trip EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:
From Hongkong at 9 A.M., arriving at Macao about Noon.
From Macao from 4 P.M. to 7 P.M. to suit tide, arriving at Hongkong about 3 hours after departure.

FARES:
First Class, Single $1.....Return $4
Second Class, Single $1.....Return $2
Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the Steamer.

No CHITS will be accepted, and Servants' Passages must be paid for.

T. ARNOLD,
Secretary.

Hongkong, 15th May, 1905. [519

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

1905.	About
"MONTROSE"	27th June, 1,05.
"ST. HUGO"	15th July, "
"SHIMOSA"	to follow.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents

Hongkong, 8th June, 1905

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	*TINGSANG* †	SUNDAY, 11th June, Daylight.
SOURABAYA and SAMARANG	*CHUNSANG*	TUESDAY, 13th June, 3 P.M.
S'GAPORE, PENANG & CALCUTTA	*NAMSANG**	WEDNESDAY, 14th June, Noon.
TIENTSIN	*WOSANG*	WEDNESDAY, 14th June, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 9th June, 1905. [460

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"
1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9.30 P.M., returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she make an EXCURSION TRIP to MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.

The 'YING KING' is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES:

First Class single journey to Canton		...$3.00
Second " " " "		... 1.50
First class single journey	to Macao	1.00
	with Cabin	2.00
" " return "	to Macao	2.00
	with Cabin	3.00
Second " single "		... 80 Cents.
" return "		... $1.50
Third " single "		... 30 "
" return "		... 50 "

Breakfast, Tiffin or Dinner $1 each only. Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. *Perseverance*.

For further information, apply to the Office of

YUK ON S. S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905. [513

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED,

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above Ports, TO-MORROW, the 10th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th June, 1905. [550

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2 P.M. and on Sundays at 6 P.M.

FARES:—Week Days, 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, $1; Return, $2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of $2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged $3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 1st May, 1905. [14

GREAT NORTHERN STEAMSHIP COMPANY.

OPERATING IN CONJUNCTION WITH THE GREAT NORTHERN AND NORTHERN PACIFIC RAILWAY OF U. S. A.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
(Passing through the Inland Sea of Japan).

THE Magnificent New Twin-screw steamship

"MINNESOTA,"

Tons 20,718 Gross Reg., Captain J. H. Rinder, will sail on or about MONDAY, the 19th instant, at Noon,

Conveying Cargo to the Pacific Coast, United States and Canadian Overland Common Points; also Passengers to the United States, Europe, &c.

This Steamer is luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special Provision is made for the safe transit of SILK, TREASURE and Valuable Cargo; and PARCELS are carried at low rates to all points of U. S. A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this Line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,
Agents.

Hongkong, 3rd June, 1905. [599

Shipping—Steamers.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	June 26th, 1905.
"NUMANTIA"	4,370	Brehmer	July 16th, "
"ARABIA"	4,483	Metzenthin	August 6th, "
"ARAGONIA"	5,198	Schuldt	—

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

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NAVIGAZIONE GENERALE ITALIANA,
(*Florio and Rubattino United Companies*).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,
ALSO
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

THE Steamship

"CAPRI,"

Capt. Belsito, will be despatched as above, TO-MORROW, the 10th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 9th June, 1905. [633

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS,—*Telegraph*, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages $1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,
PAMPHLETS,
CARDS,
CIRCULARS
EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road
Hongkong.

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H. M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the food of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office,
Ferry Company's Pier, Ice House Street,
Blake Pier,
Post Office,
Harbour Office,
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with *Remarks, Weather-forecasts*, and *information regarding the existence and movements of typhoons* based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIGG,
Acting Director.

Hongkong Observatory, 2nd January, 1904.

THE "THROG."

A STUDY OF "BULLS" AND "BEARS."

(BY HAROLD BEGBIE, IN THE DAILY MAIL.)

There are some nine thousand men connected with the Stock Exchange, and most of these at some hour of the day are to be found in Throgmorton street. It is here, in this little curving alley hemmed in by tall and grimy buildings, that you may look with the naked eye upon one of the most delicate and wonderful nerve-centres in the brain of the world. And as to this person the sight of a human organ laid bare by the surgeon's knife is one of horror, while to another the same spectacle is of supreme fascination, so there may be two opinions about this particular nerve-centre which throbs and palpitates so noisily for all the world to see. How would Tolstoy, for instance, regard this surging mass of human beings whose one though is Money? They are here for no other purpose; money-making is their excuse for existence, their reason of being. 'Take no thought for the morrow!'—hear them laugh at that "Ye cannot serve God and Mammon!"—see them make their choice. There is no idealism about these gentlemen. Sentiment belongs to poets and hysterical young ladies. Life is made for bigger things than that. Life is money. Shakespeare, Leonardo, Chopin, Fielding, Sterne, Wordsworth—the toys of life! After a day's business, a day of real life, Shakespeare serves his purpose in bringing sleep to a tired brain; you don't tell me that Shakespeare is more important than my business? Life is earnest! You can hear the jingle of all the gold and silver coins in the world, drowning nature's whispers.

I go into the Throgmorton Restaurant, the "Throg," as they call it, and sit in a gorgeous palace among these terrible "bulls" and "bears." The frightful din of the street is shut out; we are in golden rooms deep under the earth's surface; and yet the hubbub is so great that I can scarce hear what is said to me. I remark upon this noise. "Do you notice it?" laughs a broker; "we don't notice it at all. I can hear every word you say perfectly. The exchange develops keener hearing; we live in a roar. "How wonderful it must be for them when at night they turn out at country stations and drive through quiet fields and folded woods to their homes under the stars! Here it is Babel. The servants move silently, thick carpets cover the floor, no rattle of plate or cutlery comes from the kitchens beneath. But there is a roar through the whole of this underground restaurant like the roar of a train coming through a tunnel. It is the roar of men talking money. There is no break in the day's work; no interruption of the toil for pleasant talk of wider things. Eating and drinking, they are buying and selling. A whisper across the table means thousands of pounds, the wink of an eyelid affects millions. More business is often done in this restaurant than in the Street above—business affecting every corner of the globe.

It is interesting to study these men. The grim old English financier, with locked lips and hard brow, is giving place to a newer breed, a breed in which one does not feel so much confidence, a more bored and blasé school. Here and there among the older men, or the middle-aged, one sees a countenance of capacity, a master financier, a born Chancellor of Exchequer; but among the younger men, very few. They quote prices, and know all the intolerable fractions of the Stock Exchange; but there is a lack of grasp, an absence of imagination, about them. But how swiftly the boredom flies, and the drawl yields to an excited stammer, when a rumour buzzes through the restaurant of some happening in the world. How changed a scene it is when the Czar of Russia has done something, the German Emperor said something, or the King of England paid a diplomatic call. Nay, a shower of rain in the Argentine, a railway accident in the Western States of America—is enough to bring either fortune or disaster to these dealers in shares—enough to send them running excitedly from the tables into the streets above. The hand of an American signalman or the pick of a South African miner is lever enough to move them like an ants' nest stirred by the foot. The great scenes of ancient days, however, do not occur. There are no real surprises now. The newspaper, the telegraph, the ocean cable, and the telephone keep every man equally informed of the world's movement. The wise man and the fool enjoy equality of opportunity. No man can get more than a few minutes' start of his rivals. In this way much of the romance has gone out of speculation. Newspapers know everything.

Nowadays the only great scene is when one of the Waiters in the Exchange strikes his desk with the hammer, and brings the din to a sudden and a terrible hush. The hammer comes down again. "Who is it?" runs in a whisper round the room. The hammer comes down again. And then the name is read out of a man who is ruined, who will never be seen on the Exchange any more. Perhaps he sat opposite to you at luncheon, and you were envying his fortune. Where is he now? Alone with his wife, breaking the news to her of his broken heart. Poor devil! Not a bad chap. What are you doing with Goldfields, by the way?

Out in the street the orange-sellers drag their baskets to and fro, the newspaper boys flutter gaudy placards, and the police stand at every few yards, watching it all with a philosophic detachment. Old men and young men, some with hats and some without, pour in at doors, issue from courts, and walk ceaselessly up and down the narrow alley—talking Money. The air is filled with tobacco smoke, the pavement is littered with the charred ends of cigarettes. The roar of the money-spinners is like mid-ocean murmuring to the stars. And even now through the crowded street lumbers a carrier's cart, the driver shouting for a way, and looking contemptuously at the bareheaded, well-dressed loiterers. You can almost see his loose lips forming the egoistic words:—

"What do they know about work?"

What does he, and what do they know about life?

PACIFIC PENETRATION.

The Peking correspondent of the *Times* gives an account of the remarkable record of progress in Korea since the Japanese obtained control of that country. The "Land of Morning Calm" is stirring into workaday activity. Railways are being extended all over the country, harbours are being improved, and lighthouses built. Since the Japanese have taken over the policing of the country, life and property have been rendered secure, and the population is prosperous and contented. The foreign "advisers" of the Emperor have mostly left, or are going to leave, although our countryman, Mr. McLeavy Brown, retains control of the Maritime Customs, which he has administered with such marked success in the teeth of many difficulties. Sixty thousand Japanese have already settled in the country, and many more are flocking thither. Altogether this wonderful people (the Japanese, not the Koreans, though the Koreans are wonderful, too, in their own way) are affording us a marvellous object-lesson in the gentle art of pacific penetration, although it is but a twelvemonth ago that they were painfully plodding through Korea to try conclusion with the supposedly invincible soldiers of the Tsar.

Shipping.

ARRIVALS.

Eastern, Br. s.s., 3,586, W. Ellis, 8th June,—Kobe 3rd June, Gen.—G., L. & Co.

Pronto, Nor. s.s., 837, Larsen, 8th June,—Wuhu 3rd June, Rice.—A., T. & Co.

Fausang, Br. s.s., 1,410, T. A. Mitchell, 8th June,—Wuhu 2nd June, Rice.—J., M. & Co.

Proteus, Nor. s.s., 1,027, N. C. Krabbe, 8th June,—Tamsui via Amoy and Swatow 7th June, Camphor—B. & Co.

Hedwig Menzell, Ger. s.s., C. Schönberg, 8th June,—Wuhu 3rd June, Rice.—S., W. & Co.

Indradeo, Br. s.s., 3,457, Easterbrook, 8th June,—Newcastle via Sydney 19th May, Coal.—S., T. & Co.

Tsintau, Ger. s.s., 1,002, O. Koch, 8th June,—Kohsichang 2nd June, Rice and Gen.—B. & S.

Nubia, Ger. s.s., 2,665, G. Hald, 9th June,—Amoy 7th June, Gen.—C. & Co.

Prometheus, Br. s.s., 3,583, Geo. Moir, 9th June,—Singapore 4th June, Gen.—B. & S.

Java, Br. s.s., 2,631, S. Barcham, 9th June,—London 29th April, and Singapore 4th June, Gen.—P. & O. S. N. Co.

Tean, Br. s.s., 1,346, W. B. Brown, 9th June,—Manila 6th June, Gen.—B. & S.

Clearances at the Harbour Office.

Paul Beau, for Canton.
Petchaburi, for Swatow.
Yingking, for Canton.
Chiyuen, for Shanghai.
Samsen, for Bangkok.
Helene, for Swatow.
Haiching, for Swatow.
Tak Hing, for West River.
Eastern, for Timor.
San Ui, for West River.
Fausang, for Canton.
Yuensang, for Manila.
Paoting, for Shanghai.
Kwongchow, for Canton.
Chukong, for West River.
Wingchai, for Macao.
Prometheus, for Shanghai.

DEPARTURES.

June 9.

Haiching, for Coast Ports.
Kintuck, for Singapore.
Petchaburi, for Bangkok.
Silhonia, for Japan.
Oscar II, for Kuratsu.
Aldgate, for Sourabaya.
Signal, for Hoihow.
Ambria, for Shanghai.
Royalist, for Canton.
Chinkiang, for Canton.
Yuensang, for Manila.
Chiyuen, for Shanghai.
Helene, for Swatow.

PASSENGERS ARRIVED.

Per *Prometheus*, from Singapore—408 Chinese.

Per *Eastern*, from Japan for Hongkong—Mr. D. Takita. For Sydney—Mrs., Miss and Master Buckingham, Messrs. G. H. Bonar, G. P. Baker, Hon. R. B. Watson, Mr. H. G. Stocker, Capt. R. Watson, Mr., Mrs. and Miss Gillespie, Miss I. Lyon, and Mr. J. A. Flemming.

Per *Java*, from London—Mrs. Price, Messrs. T. Glading, R.N., and F. W. Evans.

Per *Tean*, from Manila—Mr. and Mrs. G. Soliver, Capt. and Mrs. W. G. Lyon, Lieut. and Mrs. Rixey and child, Major and Mrs. J. B. McCoy, Miss Kate McCoy, Mrs. N. Horey, Mr. M. A. Whipple, Misses Clark and Little, Danghery, Mr. and Mrs. E. Ryondt, Messrs. L. Barretto, Ah Chee, Rumatsu, and 65 Chinese.

Shipping Report.

Str. *Proteus* from Tamsui:—Light breeze, cloudy weather.

Str. *Prometheus* from Singapore:—Light to moderate SSW. wind, fine and clear.

Str. *Fausang* from Wuhu:—Moderate SW. wind, with high swell, fog, and thick rainy weather throughout.

Str. *Indradeo* from Newcastle:—Experienced fine weather throughout, fresh SW. monsoon, and dull rainy weather on approaching Hongkong.

Str. *Eastern* from Kobe:—Experienced light variable winds from there to Namki Island, with frequent spells of thick fog, necessitating the vessel going at a considerably reduced speed, after entering the Formosa Channel experienced moderate SW. breeze, overcast at intervals and clear.

Vessels in Port.

STEAMERS.

Aladdin, Nor. s.s., 1,987, Olsen, 6th June,—Cardiff 13th April, and Singapore 30th May, Coal.—Order.

Andree Rickmers, Ger. s.s., 1,020, H. Köhn, 3rd June,—Bangkok 28th May, Rice.—M. & Co.

Buford, Am. transport, 5,000, Hall, 29th May,—from Manila.

Capri, Ital. s.s., 4,195, G. Belsito, 6th June,—Singapore 30th May, Gen.—C. & Co.

Daphne, Nor. s.s., 988, M. C. Bjoness, 5th June,—Karatsu 28th May, Gen.—Mr. A. Burne.

Hans Wagner, Dut. s.s., 961, J. Kagemann, 5th June,—Hamburg 16th April, Gen.—C. & Co.

Keong Wai, Ger. s.s., 1,115, Köhler, 5th June—Bangkok 30th May, Rice.—B. & S.

Kiukiang, Br. s.s., 1,246, Harris, 7th June,—Canton 7th June, Gen.—B. & S.

Korea, Am. s.s., 5,651, A. Zeeder, 6th June,—San Francisco 3rd May, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai 3rd June, Mails and Gen.—P. M. S. S. Co.

Macquaire, Br. s.s., 2,073, St. John George, 25th April,—Moji 21st April, Coal.—G., L. & Co.

March, Br. s.s., 1,235, Mothersdale, 28th May,—Cardiff 23rd Mar., Coal.—A., K. & Co.

Mathilde, Ger. s.s., 678, Ch. Ulderup, 8th June,—Pakhoi 5th June, and Hoihow 7th, Gen.—J. & Co.

Nam Sang, Br. s.s., 2,591, Geo. Payne, 5th June,—Calcutta 21st May, via Penang and Singapore 31st, Gen.—J., M. & Co.

Nanshan, Br. s.s., 1,229, W. Brynull, 7th June,—Bangkok 1st June, Gen.—B. & Co.

Opland, Nor. s.s., 844, Th. W. Schlyker, 8th June,—Canton 8th June, Gen.—Order.

Samsen, Ger. s.s., 998, F. Richwaldt, 4th June,—Bangkok via Kohsichang 29th May, Rice.—M. & Co.

Scottish Hills, Br. ship, 1,998, Blackmore, 2nd June,—Cardiff 14th Jan., Patent Fuel.—Admirality.

Taishan, Br. s.s., 1,121, J. T. Lainy, 20th May,—Saigon 26th May, Gen.—B. & Co.

Waihora, Br. s.s., 1,500, W. Brown, 8th June,—Singapore 31st May, and Hoihow 7th June, Gen.—Order.

Zafiro, Br. s.s., 1,611, R. Rodger, 5th June,—Manila 3rd June, Gen.—S., T. & Co.

Zweena, Br. s.s., 990, J. Ewart, 6th June,—Rangoon via Singapore 31st May, Case Oil.—Chinese.

SAILING VESSELS.

A. G. Ropes, Am. ship, 2,302, D. H. Riners, 16th Mar.,—Philadelphia 16th Oct., 1901, Case Oil.—S. O. Co.

Combribarrie, Br. 4-masted ship, 2,151, George, 2nd June,—Cardiff 2nd Jan., Coal.—Government.

Deccan, Br. ship, 1,836, E. Gale, 13th May,—New York 22nd Nov., 1904, Case Oil.—S. O. Co.

Jordan Hill, Br. 4-masted bq., 2,776, G. N. Kennedy, 30th May,—New York 1st Dec., 1904, Case Oil.—S. O. Co.

Lawhill, Br. 4-masted bq., 2,742, J. C. Jarvis, 3rd June,—New York 27th Jan., Case Oil. S. O. Co.

Sierra Lucena, Br. ship, 1,628, E. Vooght, 4th June,—Cardiff 10th Dec., Patent Fuel.—Government.

Travancore, Br. ship, 2,217, Harges, 30th April,—Cardiff 5th Sept., Patent Fuel.—Government.

Steamers Expected.

Vessels	*From*	*Agents*	*Due*
Bantu	Shanghai	N. Y. K.	June 10
Yangtsze	Singapore	B. & S.	June 11
Coptic	Manila	O. & O. Co	June 12
Rhein	Colombo	M. & Co.	June 12
Benarty	Singapore	G., L. & Co	June 12
Emp. of India	Japan	C. P. R. Co	June 13
Oceanien	Singapore	M. M.	June 13
P. Waldemar	Sydney	M. & Co.	June 19
Tartar	Vancouver	C. P. R. Co	June 20
Suisang	Singapore	J., M. & Co	June 20
Nicomedia	Portland	P. & A. Co	June 26
Numantia	Portland	P. & A. Co	July 6

Hongkong & Whampoa Dock Returns.

City of Birmingham.	at	Kowloon	Dock.
Ibadan	"	"	"
Buford	"	"	"
Adamastor	"	"	"
Travancore	"	"	"
A. Rickmers	"	Cosmopolitan	"

Ships Passed The Canal.

Outward—2nd May—*Priam*. 6th May—*Kolpino*. 9th May—*Merionethshire*, *Oopack*, *Shimosa*, *Goldmouth*. 16th May—*Java*, *Mazagon*, *Eidsvold*, *Prinz Eitel Friedrich*. 19th May—*Oceanien*, *Prometheus*, *Pyrrhus*, *Drufar*, *Inkula*, *Labuan*. 23rd May—*Silesia*, (German) *Alcinous*, *Ecclesia*, *Bechuana*. 26th May—*Ajax*, *Formosa*. 30th May—*Jelunga*, *Khalif*, *Sachsen*, *Norden*, *Theodor Wille*, *Picqua*, *Auchenblae*. 2nd June—*Agamemnon*, *Alesia*, *Flintshire*, *Idomeneus*, *Tourane*, *Afghan*. 6th June—*Trave*, *Denbighshire*.

Homeward—12th May—*Machaon*, *Suevia*. 23rd May—*Barotse*. 26th May—*Armand Ceylon*, *Behic*. 30th May—*Katsow*. 2nd June—*Schuylkill*. 6th June—*Preussen*.

Arrivals at Home—2nd May—*Persia*, *Rat Issa*, *Satsuma*, *Tourane*. 6th May—*Keemun*, *Sambia*. 9th May—*Pak Ling*, *Benledi*. 12th May—*Malacca*, *Achilles*. 16th May—*Swanley*, *Tonkin*, *Richmond Castle*. 19th May—*Antenor*, *Prinz Heinrich*. 25th May—*Manila*. 26th May—*Marquis*, *Bacquehem*, *George*, *T. Hay*. 30th May—*Bengloe*. 2nd June—*P. E. Friedrich*, *Alcinous*, *Barotse*, *Armand Behic*, *Merionethshire*, *Suevia*, *Pyrrhus*, *St. Fillans*, 8th June—*Ceylon*.

Post Office.

A Mail will close for:—

Bangkok—Per *Andree Rickmers*, 10th June, 9 A.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Eastern*, 10th June, 11 A.M.

Manila—Per *Zafiro*, 10th June, 11 A.M.

Kobe—Per *Daphne*, 10th June, 11 A.M.

Singapore, Penang and Bombay—Per *Capri*, 10th June, 11 A.M.

Swatow and Bangkok—Per *Keongwai*, 10th June, 11 A.M.

Macao—Per *Heungshan*, 10th June, 1.15 P.M.

Amoy and Shanghai—Per *Foochow*, 10th June, 3 P.M.

Singapore—Per *Pubia*, 10th June, 4 P.M.

Swatow and Shanghai—Per *Tingsang*, 10th June, 5 P.M.

Swatow, Amoy and Tamsui—Per *Proteus*, 10th June, 5 P.M.

Foochow—Per *Loksang*, 10th June, 5 P.M.

Swatow—Per *Emma Luyken*, 10th June, 5 P.M.

Kobe—Per *Mathilde*, 10th June, 5 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Java*, 10th June, 5 P.M.

Swatow, Amoy and Straits—Per *Waihora*, 11th June, 9 A.M.

Macao—Per *Heungshan*, 12th June, 1.15 P.M.

Shanghai—Per *Kiukiang*, 12th June, 3 P.M.

Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Korea*, 13th June, 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Polynesien*, 13th June, 11 A.M.

Macao—Per *Heungshan*, 13th June, 1.15 P.M.

Sourabaya and Samarang—Per *Chunsang*, 13th June, 2 P.M.

Manila, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Changsha*, 13th June, 3 P.M.

Manila—Per *Tean*, 13th June, 3 P.M.

Kongmoon, Kumchuk, Shuihing and Takhing—Per *Lintan*, 13th June, 3 P.M.

Singapore, Penang and Calcutta—Per *Namsang*, 14th June, 11 A.M.

Macao—Per *Heungshan*, 14th June, 1.15 P.M.

Tientsin—Per *Wosang*, 14th June, 2 P.M.

Shanghai—Per *Yochow*, 14th June, 3 P.M.

Macao—Per *Heungshan*, 15th June, 1.15 P.M.

Kongmoon, Kumchuk, Shuihing and Takhing—Per *Sanui*, 15th June, 3 P.M.

Manila—Per *Rubi*, 17th June, 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Bengal*, 17th June, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per *Minnesota*, 19th June, 11 A.M.

Swatow, Wei-hai-wei, Chefoo and Tientsin—Per *Chihli*, 20th June, 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 21st June, 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Zieten*, 21st June, 11 A.M.

Cebu and Iloilo—Per *Kaifong*, 22nd June, 3 P.M.

Frederich, Wilhelmshafen, Herbertshohe, Matupi, Sydney and Melbourne—Per *Willehad*, 27th June, 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Caledonien*, 27th June, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Tartar*, 5th July, 9 A.M.

☞ Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtao, Sanbue, Kongmoon, Kumchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.

Bailey, Mrs. H. J.
Baker, A. S.
Banks, C. W.
Bingham, Mr. & Mrs. J. E. and child
Birbeck, R. J.
Bissell, W. S.
Bisney, S.
Bisney, Mrs.
Bisney, Miss
Black, Mrs.
Blair, D. K.
Boggan, Mr. and Mrs. and infant
Bonar, J. H.
Bonner, E. A.
Borthwick, Mrs. R. W. and child
Bowden, V. R.
Brighton, F. G.
Broughall, L.
Bunner, Mr. and Mrs. W. C.
Carter, W. L.
Chalmers, D.
Chambers, Mr. & Mrs H. K.
Clark, Mrs. A. E.
Clark, Hon. Dr. Francis
Clark, T.
Clegg, R.N., Eng. Lt. and Mrs. H. J.
Cunningham, G.
Davies, F. O.
Davies, Mrs. J. T.
Deacon, F. B.
Dennis, Wm
Doolittle, F. H.
Douglas, Capt. & Mrs. J.
Downing, Mr. and Mrs. T. C.
Evans, F. W.
Feamster, C. N.
Fletcher, H.
Fraker, E. H.
Frost, B. L.
Gay, V.
Gay, Miss
Glover, C.
Grant, A. W.
Grone, Dr. and Mrs. F.
Gunnegle, Col.
Gunnegle, Miss
Hall, Capt. I.
Hanron, J.
Harding, R.
Haslett, H. J.
Hetherington, Miss
Higginson, P. L.
Houston, Mr. and Mrs. E. D.
Hurst, R.N., Engineer-Capt.
Innes, Capt. P.
Johnson, E. F.
Kempf, H. H.
Kerr, F.
King, Chas. G.
Knoggs, Dr. S. H.
Kraay, C.
Laing, A. H.
Large, H. J. C.
Lewis, A. R.
Lewis, L. S.
Luckie, A. R.
Mackay, C. H.
Marriott, Dr. O.
McAran, T. P.
Merlees, Mrs. P. N.
Miller, P. L.
Moody, Mrs. J. L.
Moon, Mr. & Mrs. E. M.
Moore, J. H.
Moore, Dr. W. B. A.
Morrison, Mrs.
Murray, E. H.
Newington, A. G.
Offord Patey, Mrs. E.
Oliffe, O. C.
Pan, Mr. and Mrs. F. N. Le
Parfitt, W.
Peak, J.
Peake, W.
Pillow, Mrs. J. G.
Ranney, F. O.
Ranney, Mrs. F. O.
Roach, Mrs. J. S. and child
Robertson, H.
Rochet, L.
Sage, Mrs. and child
Scott, A. O.
Segur, H. G. de
Sherman, Mr.
Sherman, Mrs.
Skinn, A. J.
Skott, C.
Snewin, E. A.
Somerville, Gen.
Sonnenthal, I. M.
Soper, C. H.
Stanley, H. H.
Staples, Mrs.
Stein, A. L.
Stewart, W. M.
Swindells, Dr. Edgar
Thornborrow, J.
Tirelli, Mr. & Mrs. T.
Trimnell, W. D.
Unbehaun, C. H.
Vickers, R. C.
Watkins, Miss E.
White, F. C. W.
Williams, Mrs C. J.
Wolf, H. E.
Woolmer, Mr. and Mrs. C. E.
Wright, Mr. and Mrs.
Yoyer, M.
Zehrmann, F. C.
Zobel, Mr. and Mrs. E., child and maid

PEAK.

Aucott, E. F.
Beattie, A.
Beattie, M. P.
Bornand, Mr. and Mrs.
Boutcheir, Mr. & Mrs.
Brown, Mr. & Mrs. D. E.
Caldwell, Mr.
Clothier, A. N.
Cocks, Mr. & Mrs. A. E.
Darling, Col.
Dixon, Mr
Edwards, Mr. and Mrs.
Gales, Capt.
Hallingworth, Mr. and Mrs.
Harker, B. Brotherton
Hassan, Mr. and Mrs.
Haynes, Col.
Hazeland, F. A.
Helsgaun, A.
Hett, Mr. and Mrs. F. Taget
Hudig, D.
Jeffries, H. U.
Joseph, Mr. and Mrs.
Josling, Major C. L.
Kaye, Major and Mrs.
Kelsall, Major & Mrs.
Louder, Mr.
Martin, R.
Meadus, Eng.-Comdr. and Mrs.
Mitchell, R.
Moxon, Mr. and Mrs. Herbert
Muelle, E.
Ollis, F. B.
O'Neill, J. L. Hugh
Painter, Maj. and Mrs.
Parry, Major
Paxton, Capt. H. W.
Phillips, Major
Piggott, Mr. and Mrs.
Pollock, K.C., Mr.
Sawer, Capt. and Mrs.
Sinclair, A.
Stokes, Mr.
Thomas, Mr.
Uffel, W. von
Vandin, Gordon
Vereker, Capt. and Mrs.
Watkins, R.E., Capt.
White, Dr. and Mrs. M. J.

CRAIGIEBURN.

Barnett, H. J. O.
Dann, G. H.
Gaskell, Mr. and Mrs.
Gray, S. H.
Kapteyn, B. D.
Lyons, F. W.
Marchant, Capt. and Mrs. and children
Smith, Mr. and Mrs. Grant
Smith, E. Grant
Smith, H. Percy
Webb, Mr. and Mrs. Montague
Wilson, Dr. Newell
Woodward, Mr. & Mrs. and children
Wright, Mrs. R. J. L. and children
Young, J. Ashton

OCCIDENTAL.

Bochelmann, I.
Chandler, Lieut.
Evenberg, Mrs. & son
Fisher, R.
Glasmann, G.
Haeltermann, B.
Hales, G. L.
Hanna, H. O.
Jahrling, Dr. and Mrs.
Jacob, T.
Johnsson, M. J.
Kegel, W. C.
Keyt, Dr.
Krill, Mr.
Lovegrove, L.
Lowe, Mr. and Mrs. J. C. and daughter
Moser, E.
Munro, Miss A.
Pennefather, Mrs.
Repenning, T.
Rinke, E.
Vesper, M.
Wagner, A.
Watson, Mr.
Watson, J. G.
Watson, H. A.
Wüst, G.

KOWLOON.

Brackenman, Mrs.
Davis, Dr. J. Leslie
Eustace, Bert.
Fleming, Dr. Henry C.
Johnston, Mrs. J.
Johnston, Miss B.
Johnston, Master
McCrae, D.
Price, Capt. and Mrs. O. L.

	June 8 at 10 a.m.	June 8 at 4 p.m.
Barometer	29.71	29.65
Temperature	83	84
Humidity	79	79
Rainfall	0.04	—

CHINA COAST METEOROLOGICAL REGISTER.

June 8th, 1905, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.37	—	—	N	4	—
Hakodate	"	29.46	—	—	W	4	—
Tokio	"	29.71	—	—	NW	6	—
Kochi	"	29.79	—	—	—	0	—
Nagasaki	"	29.79	—	—	E	2	—
Kagoshima	"	29.79	—	—	—	0	—
Oshima	"	29.80	—	—	—	0	—
Naha	"	29.77	—	—	—	0	—
Ishigakijima	"	29.74	—	—	SW	6	—
Taihoku	5 a.m.	29.73	—	—	—	0	—
Taichu	"	29.73	—	—	—	0	—
Tainan	"	29.76	—	—	SE	2	—
Koshun	"	29.75	—	—	NW	4	—
Pescadores	"	29.73	—	—	S	6	—
Weihaiwei	9 a.m.	29.78	72	—	NNW	1	o
Gutzlaff	"	29.80	66	10	ESE	4	om
Sharp Peak	"	29.70	81	87	S	2	o
Amoy	6.30 a.	29.71	78	91	—	0	b
Swatow	9 a.m.	29.72	77	91	W	1	b
Canton	"	29.71	85	83	—	0	b
Hongkong	10 a.m.	29.71	83	79	SSW	2	o
Victoria Peak	"	—	—	—	SSW	3	—
Gap Rock	"	29.73	—	—	SW	4	—
Macao	"	29.68	84	—	SSW	1	c
Haiphong	"	—	—	—	—	—	—
Manila	"	—	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	SW	2	f
Iloilo	"	29.87	85	—	SW	3	b
Cebu	"	—	88	—	S	1	b
C. St. James	10 a.m.	—	—	—	—	—	—

June 9th, 1905, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.82	—	—	NW	8	—
Hakodate	"	29.85	—	—	N	2	—
Tokio	"	29.86	—	—	NW	4	—
Kochi	"	29.75	—	—	E	6	—
Nagasaki	"	29.75	—	—	—	0	—
Kagoshima	"	29.75	—	—	SE	2	—
Oshima	"	29.76	—	—	SE	2	—
Naha	"	29.77	—	—	S	2	—
Ishigakijima	"	29.70	—	—	SW	6	—
Taihoku	5 a.m.	29.67	—	—	—	0	—
Taichu	"	29.68	—	—	—	0	—
Tainan	"	29.71	—	—	E	2	—
Koshun	"	29.85	—	—	N	2	—
Pescadores	"	29.67	—	—	S	6	—
Weihaiwei	9 a.m.	29.74	75	—	ENE	1	b
Gutzlaff	"	29.75	66	95	NE	4	om
Sharp Peak	"	29.61	81	91	—	0	o
Amoy	6.30 a.	29.66	78	91	—	0	b
Swatow	9 a.m.	29.74	76	91	E	1	o
Canton	"	29.64	85	83	—	0	b
Hongkong	10 a.m.	29.65	84	79	SSW	1	o
Victoria Peak	"	—	—	—	SSW	5	—
Gap Rock	"	29.66	—	—	SSW	3	—
Macao	"	29.63	84	—	S	2	cd
Haiphong	"	—	—	—	—	—	—
Manila	"	—	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	—	—	—
Iloilo	"	—	—	—	—	—	—
Cebu	"	—	—	—	—	—	—
C. St. James	10 a.m.	—	—	—	—	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Weihaiwei
Albion †	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Hongkong
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Hongkong
Astræa	cruiser 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Shanghai
Bonaventure	cruiser 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	en route to England
Cherub	water tank and tug	300	—	300	—	Hongkong
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	Singapore
Fame	torpedo boat destroyer	[illegible]	6	5,700	Lieut.-Commander Stevenson	Hongkong
Glory *	battleship, 1st class	12,950	16	13,500	Captain Hon. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander J. May	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecla	special service torpedo-v.	6,400	—	2,400	Captain E. F. B. Charlton	Hongkong
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Hongkong
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawckner	Singapore
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander W. H. Darwall	Hongkong
Kinsha	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtsze
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. R. Noble	Hongkong
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. C. Greet	en route to England
Otter	torpedo boat destroyer	350	6	6,300	Lieut.-Commander J. Kiddle	Hongkong
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Surveying
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Weihaiwei
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtsze
Taku	torpedo boat destroyer	250	6	6,500	Lieut.-Commander G. H. H. Holden	Hongkong
Sutlej	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtsze
Vengeance	battleship, 1st class	12,950	16	13,500	Rear-Admiral C. H. Adair	Hongkong
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	Hongkong
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander C. E. L. Thomas	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtsze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

† Flag of Rear Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeannol	Hongkong
Avalanche	river gunboat	140	5	150	—	Haiphong
Baionnette	river gunboat	—	—	150	—	Saigon
Caronade	river gunboat	—	—	150	Lieut. Hue	Saigon
Casse-tête	river gunboat	140	5	150	—	Saigon
Comète	gunboat	525	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire	Baie d'Along
Décidée	gunboat	645	10	1,000	Lieutenant L'Eost	Haiphong
Descartes	cruiser	3,985	14	5,500	Commander Amet	Saigon
Estoc	river gunboat	303	—	—	Lieut. Mère	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Cotoni	Haiphong
Fronde	destroyer	350	—	303	Lieut. Jehenne	Haiphong
Guichen †	protected cruiser	—	—	—	—	Saigon
Gueydon	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Baie d'Along
Henri Rivière	river gunboat	—	—	—	Lieut. Portier	Haiphong
Jacquin	river gunboat	200	6	308	Lieut. Corlouer	Haiphong
Javeline	destroyer	307	—	300	Commander Sagot-Duvauroux	Haiphong
Kersaint	cruiser	1,250	7	2,200	Commander Simon	Chemulpo & S'hai
Lynx	sub-marine	—	—	—	Armbruster	Saigon
Montcalm*	armoured cruiser	9,700	12	19,600	Capt. Duval	Baie d'Along
Mousquet	destroyer	307	7	6,300	Lieut. Prat	Baie d'Along
Olry	river gunboat	—	—	—	Lieut. Grellier	Chungking
Peiho	gunboat	—	—	—	Lieut. Lavissière	Tongku
Pistolet	destroyer	307	7	6,300	Lieut. de Reinach-Werth	Baie d'Along
Protée	sub-marine	—	—	—	Lieut. Glorieux	Saigon
Redoutable	battleship, reserve	9,437	8	6,071	Commodre C. P. M. Poidloüe	Saigon
Sabre	destroyer	—	—	—	Lieut. Lebail	Haiphong
Styx	armoured gunboat	1,796	10	1,700	Capt. Dupriez	Saigon
Sully	armoured cruiser	10,014	38	20,000	Capt. Guiberteau	Baie d'Along
Surprise	gunboat	620	2	900	Lieut. Roque	Baie d'Along
Takiang	river gunboat	—	—	—	—	Upper Yangtsze
Takou	destroyer	250	6	—	Capt. Terquem	Saigon
Vauban	battleship, reserve	6,150	23	4,560	—	Hongay
Vigilante	river gunboat	123	7	500	Lieut. Brugnon	Nanning-fu

* Flagship of Vice-Admiral Bayle, Commander-in-Chief.

† Flagship of Rear-Admiral de Fauque de Jonquières, Second-in-Command.

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN,"

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 13th June, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *CALEDONIEN*.....27th June.
S.S. *OCEANIEN*.....11th July.
S.S. *TOURANE*.....25th July.

G. DE CHAMPEAUX,
Agent.

Hongkong, 30th May, 1905. [7

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL,"

Captain G. Philipps, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 17th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Britannia*, 6,525 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Caledonia*, due in London on the 30th July.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 3rd June, 1905. [2

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Pleiades ‡ ...	3,753	F. G. Purington	At June 30
Shawmut ...	9,606	E. V. Roberts	" July 12
Tremont.....	9,606	T. W. Garlick..	" Aug. 8

‡ Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 23rd May, 1905. [8

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE, DEPOT

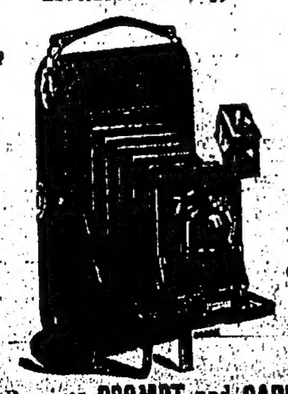
GENERAL HOUSEHOLD FOR

REQUISITES. EASTMAN'S

&c., &c., &c. KODAKS, FILMS,

AND

ACCESSORIES.



Telephone 256.

AMATEUR WORK Receives **PROMPT** and **CAREFUL ATTENTION.**

Hongkong, 16th May, 1905. [14

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$4.50 per Cask 375 lbs. net ex Factory.
$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905. [50

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

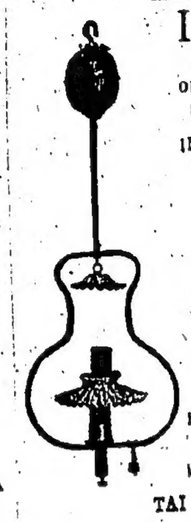
Special Prices for Quantities.

Sole Agents:—

SIEMSSEN & CO.

Hongkong, 10th January, 1905. [57

FOR SALE.



INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54

To Let.

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—

S. BISNEY,
Hongkong Hotel.

Hongkong, 8th June, 1905. [639

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [527

TO LET.

NO. 12, KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th May, 1905. [537

TO LET.

A BUILDING at CAUSEWAY BAY, in present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1905. [69

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine, Bright and Airy Rooms. GAS and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,
No. 5, D'Aguilar Street,
37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627

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Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 / $8,000,000 / $250,000	$1,493,408	Div. of £1.10/- and bonus of £1 @ exchange 1/11 9/16=$25.46 for second half-year 1904	1¾ %	$805 sellers / London £81.10/-
National Bank of China, Limited.....	99,925	£7	£5	$200,000	$41,768	$2 (London 3/6) for 1903	...	$37 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,400,000 / 81,739	$150,494	$17 for 1903	5¼ %	$325 buyers
China Traders' Insurance Company, Limited	24,000	$83.33	$25	$950,000 / $151,902 / $362,366 / $371,445	Nil.	$4½ for year ended 30.1.1904	7½ %	$64 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	$250	$100	$1,850,000 / £20,000 / $372,749 / $893,110 / $846,773	$2,078,997	$35 for 1903	5 %	$695 sellers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$700,000 / $37,704	$486,984	$12 and $3 special dividend for 1903	9½ %	$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 / $218,093 / $2,241	$329,047	$6 dividend & $1 bonus for 1903	8½ %	$87 sales
Hongkong Fire Insurance Company, Limited.....	8,000	$250	$50	$1,200,505	$360,372	$34 for 1903	11½ %	$300 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited.....	30,000	$25	$25	$5,000	$8,832	$1 for 1904.....	4½ %	$2⅛
Douglas Steamship Company, Limited	20,000	$50	$50	$185,000 / $85,419	Nil.	$2 for year ended 30.6.1904	5½ %	$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ld. ...	80,000	$15	$15	$250,000 / $600,000 / $158,444	$26,160	$1 for second half-year 1904	9½ %	$27 sales
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	£205,000 / £100,000	£5,853	10/- for 1903 @ 1/10 5/16=$5.378.....	4½ %	$106
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 2½ final making Tls. 4½ for 1904 ...	7½ %	Tls. 60 sales
Do. (Preference)	100,000					Tls. 1¾ final making Tls. 3½ for 1904 ...	7½ %	Tls. 48 buyers
"Shell" Transport and Trading Company, Limited...	2,000,000	£1	£1	£400,000 / £4,116	£58,852	Interim of 1/- (Coupon No. 51 for 1904 ...	4½ %	23/-
"Star" Ferry Company, Limited.....	10,000 / 10,000	$10 / $10	$10 / $5	$65,000 / $24,257	$929	$1.80 / $0.90 for year ending 30.4.1905.....	5½ % / 5½ %	$35 / $27
Straits Steamship Company, Limited.....	5,000	$100	$100	$400,000 / $ 21,075 / $130,153	$21,231	$10 for 1904	8 %	$130 buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 126,000 / Tls. 276,679	Tls. 6,190	Final of Tls. 1¼ making Tls. 3½ for 1904...	11 %	Tls. 30 sales
REFINERIES.								
China Sugar Refining Company, Limited.....	20,000	$100	$100	$450,000	$42,812	Final of $15 making $20 for 1904	9½ %	$219 sellers
Luzon Sugar Refining Company, Limited.....	7,000	$100	$100	none	Dr. $85,987	$3 for 1897.....	...	$10 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2½ for year ending 30.9.04	3½ %	Tls. 71
MINING.								
Chinese Engineering and Mining Company, Ld.....	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 7½ sellers
Oriental Consolidated Mining Company, Limited ...	50,000	G. $10	G. $10	none	G $672,093	50 cents making G. $1 for 1904	5½ %	G $17½
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £4,029	No. 12 of 1/-=48 cents	...	$3 buyers
	50,000	£1	£1					
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 / Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903 ..	...	$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	$25	$25	$70,000	$8,577	$3.75 for 1904	11¼ %	$33½ buyers
Hongkong & Kowloon Wharf and Godown, Co., Ld.	40,000	$50	$50	$58,473 / $10,000 / $300,000 / $250,000	$29,422	Final of $2½ making $5 for 1904	4½ %	$103
Hongkong and Whampoa Dock Company, Ld.	60,000	$50	$50	$33,500	$498,789	$6 dividend and $1 bonus for 2nd half-year 1904	6½ %	$200
Howarth Erskine, Limited	17,000	$100	$100	$60,000	.....	$10 div. & $5 bonus for year end. 30/6/04 .	5½ %	$270 buyers
New Amoy Dock Company, Limited.....	6,000	$6½	$6½	$55,500	$489	$1½ for 1903	6 %	$20 sellers
Riley Haigreaves & Co., Limited.....	6,000	$100	$100	$150,000	$40,936	$10 div. and $2½ bonus / $7 dividend ..... for 1903	5 % / 6½ %	$250 sellers / $111½
Do. (Preference).....	2,000						8 %	Tls. 162 sellers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 5 interim for 1904/5		
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,219 / Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904 ...	5½ %	Tls. 187½ sales
Tanjong Pagar Dock Company, Limited	37,000	$100	$100	$2,100,000	$206,645	$20 for 2nd half-year, making $26 for 1904	6½ %	$391
Yangtsze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 17,509	Tls. 2,762	Tls. 18 for 1904.....	9½ %	Tls. 190
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ...	30,000	$25	$25	none	$9,989	$2½ for year ended 30.6.1904	7½ %	$33 sales
Astor House Hotel, Limited (Tientsin)	7,000	T.Tls. 50	T.Tls. 50	Tls. 34,000	Tls. 806	Final of Tls. 5 making Tls. 9.....	4½ %	Tls. 140 sellers
Central Stores, Limited	6,000	$15	$12	Tls. 8,000		Final of 60 cents making $1.80 for 1904 ...	8½ %	$21 sellers
Do. (Founders').....	123	$15	$12	$20,000	$1,502	None	...	$100
Do. (New Issue)	24,000	$15	$7½			Preferential of 7 per cent for 1904.....	6½ %	$8 sellers
Hongkong Hotel Company, Limited	12,000	$50	$50	$100,000 / $10,000	$3,554	$5 for second half-year making $10 for 1904	7 %	$144 sellers
Hongkong Land Investment and Agency Co., Ld. ...	50,000	$100	$100	$250,000	$37,875	Final of $6 making $12 for 1904	10 %	$122 sellers
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	Tls. 20,986	Tls. 7,202	Tls. 2½ for the year ending 31.3.1905	11 %	Tls. 17½
Humphreys Estate & Finance Company, Limited ...	150,000	$10	$10	$200,994 / $50,000	$11,958	90 cents for 1904	7 %	$13 sellers
Kowloon Land and Building Company, Limited.....	6,000	$50	$30	none	$377	$3 for 1904.....	7½ %	$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 / Tls. 170,000	Tls. 40,066	Tls. 3 final and Tls. 2 bonus making / Tls. 8 for 1904	6½ %	Tls. 120 buyers
Tientsin Hotel des Colonies, Limited.....	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 5 for 1904	10½ %	Tls. 47 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	5½ %	Tls. 125 sellers
Wei-hai-wei Land and Building Company, Limited...	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	$50	$50	none	$1,247	Final of $1.70 making $3.20 for 1904	5½ %	$55 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld....	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	11½ %	Tls. 35 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	none	$22,862	50 cents for the year ending 31.7.04.....	3 %	$16½ sellers
International Cotton Manufacturing Company, Ld....	10,000	Tls. 75	Tls. 75	Tls. 50,000 / Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 36 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares ...	...	Tls. 39 sales
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 180
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	$200	$200	none	Dr. P. 2,584	$125 for year ending 30.6.1900	...	$100
Philippine Company, Limited	67,500	$10	$10	.....	.....	First year	...	$9½ sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,829 / Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9.....	13 %	Tls. 70 sales
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	$100	$100	none	.....	First year	...	$125 sellers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 %	$55 buyers
Campbell, Moore & Co., Limited.....	1,200	$10	$10	$8,000	$1,182	$3 for 1904.....	8½ %	$36
China-Borneo Company, Limited.....	60,000	$12	$12	none	Nil.	$1 for 1904.....	7½ %	$13 sellers
China Flour Mill Co., Limited.....	4,000	Tls. 50	Tls. 50	Tls. 30,000	$3,739	None	...	Tls. 60 sales
China Light and Power Company, Limited	30,000	$10	$10	none	$1,581	80 cents for 1904	8½ %	$8½ buyers
China Provident Loan & Mortgage Company, Ld....	100,000	$10	$10	$8,0000	.....	$1½ for year ending 31.7.1903	...	$17 sellers
Dairy Farm Company, Limited	25,000	$7½	$6	.....	$2,706	$5 div. and $2½ bonus for 1903	8 %	$96½ buyers
Fraser and Neave, Limited	4,500	$50	$50	$112,500	$95,054	$2 for 1904.....	7½ %	$282 sellers
Green Island Cement Company, Limited	100,000	$10	$10	$400,000	$7,551	First Year.....	...	$17 sellers
Do. (New Issue).....	50,000	$10	$5	$25,000		Final of $1½ making $2½	9½ %	$77 buyers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	£7,625	£1 div. and 2/- bonus for 1903	7½	$160 buyers
Hongkong & China Gas Company, Limited.....	7,000	£10	£10	£23,109 / £3,000	$1,747	$1.00 / 50 cents for year ending 30.4.1904	9½ % / 4½ %	$17½ / $12½ buyers
Hongkong Electric Company, Limited	30,000 / 30,000	$10 / $10	$10 / $5	none	$2,796	$15 for year ending 30.11.1904	7½ %	$200
Hongkong High-Level Tramways Company, Ld.....	1,250	$100	$100	$50,000	$5,356	Final of $13, making $17 for 1904.....	7 %	$242½
Hongkong Ice Company, Limited	5,000	$25	$25	$60,000	$11,137	$10 for 1904	7 %	$152 buyers
Hongkong Rope Manufacturing Company, Ld.	10,000	$50	$50	$60,000	$299	Final of 70 cts. and 50 cts. bonus making / $1.90 for the year ended 30.9.04.....	11½ %	$17
Hongkong Steam Waterboat Company, Limited.....	15,000	$10	$10	$2,590	$1,400	$8 for 1904	6 %	$135 buyers
Katz Brothers, Limited	10,000	$100	$100	$475,000	$21,582	Interim of $5	7½ %	$145 sales
Lane, Crawford & Co., Limited (Shanghai)	2,500	$100	$100	none				
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 / Tls. 19,465	Tls. 35,849	1st quarterly of Tls. 7½, paid 15.3.05.....	15 %	Tls. 227½ sellers
Maynard and Company, Limited.....	3,400	$10	$10	none	.....	$2 for year ended 31.10.1904	9 %	$23
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	Tls. 5 for 1902	...	Tls. 35 sales
S. Moutrie & Company, Limited	4,000	$50	$50	$1,000	$832	Final of $3 making $5 for the year ending / 30.6.04.....	9 %	$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	None	Dr. $5,537	None.....	...	$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 / Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 8½ for 1904 ...	7 %	Tls. 125 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903.....	6 %	Tls. 82½ sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Final of Tls. 8 making Tls. 14 for 1904 ...	8½ %	Tls. 165 sales
Shanghai Waterworks Company, Limited.....	7,200	£20	£20	Tls. 170,000	Tls. 17,220	Final of 37/6 making 52/6 for 1904.....	4½ %	Tls. 450 buyers
Singapore Dispensary, Limited	600	$50	$50	$20,000	$1,769	$6½ for year ended 31.7.1904	7½ %	$80
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $39,020	None	...	$25
Steam Laundry Company, Limited.....	5,000 / 10,000	$ 5 / $ 5	$25 / $25	none	$3,644	60 cents for year ended 31.5.04..... / First year	7½ % / ...	$8 buyers / $7½ buyers
Straits Ice Company, Limited	2,000	$100	$100	$25,000	$700	$10 for second half year 1904	13½ %	$150 buyers
Straits Trading Company, Limited	250,000	$10	$10	$750,000 / $50,000	$84,813	$1 div. and 35 cents bonus for half year / ended 30.9.1904.....	6½ %	$4½ buyers
Tientsin Native City Waterworks Company, Ld	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	Tls. 2 for half year	...	T.Tls. 100
Tientsin Waterworks Company, Limited.....	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 2,211	Final of Tls. 4 making Tls. 8 for 1903/4 ...	6½ %	T.Tls. 125
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$20,000	$480	90 cents / $29.70 for year ended 31.5.1904	9½ % / 10½ %	$9½ buyers / $180
Do. (Founders')	100	$10	$10					
Watson, (A. S.) & Co., Limited.....	90,000	$10	$10	$300,000 / $25,000	$6,096	Final of 50 cents making $1 for 1904	8 %	$12½
William Powell, Limited	12,000	$10	$10	$3,000	$588	Interim of 50 cents for year 1904/1905.....	10½ %	$11½

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